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YEAR BOOK

Society of the Chagres



1916-17

"BUILDERS
OF THE
PANAMA CANAL"

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ARTES SCIENTIA VERITAS



“BUILDERS OF THE PANAMA CANAL”



Surgeon-General Wm. C. Gorgas, Sanitation Expert



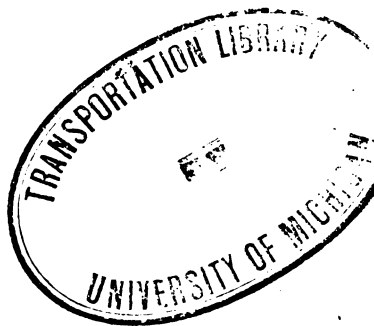
Major-General Geo. W. Goethals, Chairman and Chief Engineer I. C. C.



Bill '38

SOCIETY OF THE CHAGRES

BUILDERS OF THE PANAMA CANAL



YEAR BOOK 1916-17

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Collected, Compiled and Edited by F. G. Swanson
Secretary-Treasurer of the Society
Balboa, Canal Zone

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*Another year! The whirling loom of Fate
Hath woven for us all, despite desire,
Across the crimson warp of worlds afire,
A little length of life, wherein we mate
Our tangled woof of deeds, to alternate
A shining web, where golden threads aspire;
Or else, to emphasize, with added ire,
The lurid underlay of horrid hate.*

*Unceasingly the wheels of Time still turn;
Behind, the faulty fabrics disappear;
Ahead each day another chance we earn
To weave a perfect pattern, bright and clear,
With wisdom which by bitter tears we learn.
A year is gone. Beyond! Another year!*

—WALT MASON, Jr.

transcript

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INTRODUCTORY.

There are at least two reasons based on practice for "introductory". One is that it is conventional and custom. The other is to say "thank you" to those who have given counsel and aid in the preparation of the volume.

The writing of these few lines therefore conforms to custom and we do most sincerely appreciate the contributions not only of those who as members of the Society might be expected to do their "bit" but especially the generosity of others whose articles appear in these pages. For aid in tedious checking of names and addresses from authentic records, the editor is especially indebted to Mr. R. S. Hammond of the Executive Office; also to others who gave similar aid.

This volume is published primarily for the members of the Society of the Chagres composed of those who earned the Roosevelt medal and two bars each of which required a consecutive period of two years prior to December 31, 1914. All members of the Society served therefore not less than six years with the Isthmian Canal Commission and the Panama Canal.

Previous volumes have included personal reminiscences and Canal happenings of particular interest to Canal diggers. This volume aspires to interest not only members of the Society but the general public at large and all interested in the Panama Canal and its construction and lessons that may be drawn therefrom.

While not deserving of such credit or blame in all cases or entire, the Editor cheerfully assumes responsibility for all unlabeled articles appearing in this volume and invites the freest of criticism from all readers and suggestions for future volumes. A number of Jamaican Stories and samples of the "King's English" have been omitted because of lack of space.

FREDERICK G. SWANSON,

Balboa, Canal Zone, May 30th, 1917.

Editor.

TRAFFIC THROUGH THE PANAMA CANAL.

BY W. H. HYDE.

From the opening in August, 1914, to December 31, 1916, there have passed through the Panama Canal from the Atlantic to the Pacific 1380 vessels, with a Panama Canal net tonnage of 4,637,914 and carrying cargoes to the amount of 4,951,281 tons; from the Pacific to the Atlantic 1390 vessels of 4,565,590 Panama Canal net tons, and carrying cargoes of 6,655,008 tons; a total of 2770 vessels of 9,203,504 Panama Canal net tons, and cargoes of 11,606,289 tons. The appended tables give the detail by fiscal years and nationalities. During this period the Canal has been in practically continuous operation, with the exception of a six months' period from September, 1915, to April, 1916, caused by slides in Gaillard Cut; and though navigation has at times been difficult, owing to the condition of the Cut as affected by these slides, no serious accidents have happened to vessels in the Canal. Ships drawing up to 32 feet of water have transited without mishap.

The principal steamship routes through the Canal, over which regular or approximately regular service has been established by various lines, are: From Atlantic Terminus to South and Central America; from Atlantic Terminus to Central and North America; from the Atlantic coast of the United States to the Pacific coast of South America; from Europe to the Pacific coast of South America; from Europe to the west coast of North America; from the Atlantic coast of the United States to Japan, Siberia, China and the Philippine Islands; from the Atlantic coast of the United States to Australia and New Zealand; from Europe to Australia and New Zealand. The cargoes carried over these routes are as varied as the numerous ports of departure and destination,

the one heaviest item of cargo carried through the Canal being nitrate from the fields on the west coast of South America, taken principally to the east coast of the United States and to Europe. It is interesting to note some of the unusual items of cargo, such as gambia, jeletong, kauri gum, scheelite, wolfram, horse hair, licorice root, etc. Cargoes of explosives may be carried through if permission be first obtained from the Canal authorities.

Up to the present date no vessels have been started through the Canal after sunset, other than to bring them to the inner harbor for an early morning start, as traffic has not yet warranted maintaining a sufficient operating force for so doing. Many ships, however, have completed their transit after that hour, the lighting system of the Canal which has been in operation since the opening, making navigation by night entirely practicable.

Under the present rules and regulations governing the navigation of the Canal, tolls are assessed upon the basis of the United States net registered tonnage (or upon the U. S. equivalent in the case of ships of foreign registry) at \$1.25 per net ton if in cargo, and 75c per net ton if in ballast. The average of tolls collected is about \$2,500 per ship, if in cargo. Sailing vessels if without auxiliary power must be towed through, charge for which is at the rate of 10c per Panama Canal net ton, with a minimum charge of \$150 for the complete transit. This is in addition to tolls. The average transit time of a steam vessel is now about nine hours. Let us follow one of these ships through:

In practically all cases provision for the payment of ships bills while at the Canal is made either by deposit with one of the sub-treasuries in the United States, cable advice of which deposit is given to the Canal authorities; or by arrangement with one of the local banks. This cable advice serves as an advance notice of the expected arrival of the ship for which such deposit has been arranged. In the cases of ships of regular lines plying through the Canal, and those for which

there are agencies on the isthmus, fairly definite information as to date and time of arrival is given several days in advance. This information is published daily by the offices of the captains of the ports in the form of a shipping report and is distributed to all interested parties. In addition to the above, vessels equipped with wireless give notice from twelve to twenty-four hours in advance of arrival, usually stating their nationality, dimensions, if they wish to pass through the canal or use the harbors only, their cargo, supplies wanted, and any information that may serve to expedite their business while in canal zone waters. Their immediate arrival is reported from the signal station on Flamenco island, operated by the U. S. army, and from the signal stations on Sosa Hill, Balboa and the one on top of the Hotel Washington, Colon, the latter two stations being operated by the marine division. From these signal stations communication may be had with ships, by the international code, and a local system of balls and cones for the purpose of indicating whether the vessel shall proceed through the canal or go to dock or moorings in the harbor.

Before ships may enter the terminal ports they must be inspected and passed by the quarantine authorities. This is done between the hours of sunrise and sunset, and ships arriving after sunset must wait at the outer anchorage until morning. After inspection by the quarantine officer vessels are boarded by pilot, measurers and boarding officer. The boarding officer reviews the ship's papers, obtains information as to port of departure, destination, name of master, number of crew, whether or not prohibited aliens are aboard, her cargo, object of visit, what supplies are needed, and if drydock or repair service is required; the measurers who, in case the ship has been measured in another port reviews the certificate, makes actual measurements in the case of a "new" ship and prepares a Panama canal certificate for issuance; the pilot takes her through the canal or to the dock, as the case may be.

The information obtained by the boarding officer is disseminated by the offices of the captains of the ports to the

various departments of the canal charged with the supplying of ships—coal orders to the plants at Cristobal and Balboa, commissary and storehouse supplies to the supply department, water to the division of municipal engineering, charts and hydrographic publications to the hydrographic office, cables and requests for information regarding deposits are handled through the office of the collector. Ship's dimensions are given to the lock operating force and the dredging division for their information and guidance. In fact, the entire business of the ship is handled through one office, so that the master of the vessel has to concern himself only with the navigating of his ship. Upon his arrival at the entering or terminal port, as he may desire, he may take his fuel, water and supplies within from one to three hours and proceed with the greatest possible dispatch. Probably in no other ports of the world can vessels be so expeditiously handled as at the Canal.

In case ship is in need of repairs, arrangements can be made for prompt attention by the mechanical division. Dock at Balboa is of capacity to accommodate any ship afloat and dock at Cristobal those with draft not to exceed about 14 feet.

The pilot has charge of the navigating of the vessel during her transit—unless the master wishes to take his own ship, which privilege is granted him, provided that a regular canal pilot must be aboard—except in the locks, where she is handled by the lock operating forces by means of electric towing locomotives, with a specially detailed lock pilot aboard the ship during her passage through the locks.

The dispatching of ships is handled from the offices of the captains of the ports and a careful record of her transit, passing the locks and signal stations, is kept by both pilot and dispatch clerks. Records are also kept at the locks. To assist in the handling of lines from the towing locomotives a special canal crew is put aboard those vessels whose own crew is not sufficient in number to handle these lines.

PANAMA CANAL.

Shipping, Fiscal Year July 1, 1914-June 30, 1915.

ATLANTIC TO PACIFIC.

| Nationality. | Number. | Canal net tons. | Cargo tons. |
|---------------------|---------|-----------------|-------------|
| British | 226 | 795,153 | 896,379 |
| United States | 231 | 866,121 | 1,037,854 |
| Peruvian | 2 | 3,662 | 1,000 |
| Danish | 10 | 39,949 | 34,520 |
| Dutch | 5 | 15,173 | 17,182 |
| Norwegian | 16 | 58,801 | 48,866 |
| Swedish | 8 | 19,970 | 10,176 |
| Nicaraguan | 1 | 46 | 6 |
| Chilean | 16 | 40,178 | 17,104 |
| Japanese | 4 | 16,999 | 30,154 |
| Russian | 5 | 18,539 | 22,431 |
| Italian | 1 | 2,079 | 900 |
| Honduran | 2 | 72 | |
| French | 2 | 6,556 | 9,163 |
| Canadian | 1 | 1,430 | |
| | 530 | 1,884,728 | 2,125,735 |

PACIFIC TO ATLANTIC.

| | | | |
|-----------------|-------|-----------|-----------|
| British | 239 | 838,036 | 1,306,092 |
| American | 239 | 880,964 | 1,224,209 |
| Peruvian | 2 | 5,756 | 6,202 |
| Danish | 13 | 49,781 | 80,357 |
| Dutch | 2 | 5,902 | 8,846 |
| Norwegian | 26 | 72,035 | 121,706 |
| Swedish | 10 | 34,057 | 36,352 |
| Chilean | 19 | 53,610 | 39,493 |
| Japanese | 2 | 7,958 | 14,000 |
| Russian | 1 | 3,861 | |
| Honduran | 1 | 50 | |
| French | 1 | 4,147 | 6,800 |
| Panaman | 2 | 71 | |
| Italian | 1 | 2,079 | |
| | 558 | 1,958,307 | 2,844,057 |
| | 530 | 1,884,728 | 2,125,735 |
| | 1,088 | 3,843,035 | 4,969,792 |

PANAMA CANAL.

Shipping, Fiscal Year July 1, 1915, to June 30, 1916.

ATLANTIC TO PACIFIC.

| Nationality. | Number. | Canal net tons. | Cargo tons. |
|---------------------|---------|-----------------|-------------|
| British | 193 | 654,514 | 758,202 |
| United States | 114 | 338,022 | 380,763 |
| Norwegian | 19 | 74,280 | 41,320 |
| Japanese | 19 | 68,421 | 101,472 |
| Chilean | 16 | 45,228 | 26,873 |
| Peruvian | 16 | 38,671 | 24,365 |
| Dutch | 11 | 25,278 | 35,259 |
| Danish | 10 | 41,566 | 57,959 |

| Nationality. | Number. | Canal net tons. | Cargo tons |
|----------------|---------|-----------------|------------|
| Swedish | 5 | 16,134 | 8,023 |
| Panaman | 5 | 551 | |
| Italian | 1 | 3,861 | |
| Russian | 1 | 1,475 | |
| Honduran | 1 | 229 | |

| | | |
|-----|-----------|-----------|
| 411 | 1,308,230 | 1,434,236 |
|-----|-----------|-----------|

PACIFIC TO ATLANTIC.

| | | | |
|---------------------|-----|---------|---------|
| British | 165 | 500,899 | 790,258 |
| United States | 124 | 399,147 | 513,355 |
| Norwegian | 26 | 103,078 | 196,835 |
| Chilean | 17 | 46,014 | 31,442 |
| Peruvian | 14 | 35,758 | 38,251 |
| Danish | 8 | 26,430 | 44,865 |
| Swedish | 8 | 25,299 | 38,823 |
| Japanese | 5 | 13,397 | 19,945 |
| Dutch | 4 | 14,364 | 25,565 |
| Honduran | 2 | 255 | 290 |
| French | 1 | 4,343 | 6,176 |
| Argentinan | 1 | 2,335 | |
| Panaman | 1 | 212 | |

| | | |
|-----|-----------|-----------|
| 376 | 1,171,531 | 1,705,810 |
| 411 | 1,308,230 | 1,434,236 |

| | | |
|-----|-----------|-----------|
| 787 | 2,479,761 | 3,140,043 |
|-----|-----------|-----------|

PANAMA CANAL.

Shipping, Fiscal Year July 1, 1916-Dec. 31, 1916.

ATLANTIC TO PACIFIC.

| Nationality. | Number. | Canal net tons. | Cargo tons. |
|---------------------|---------|-----------------|-------------|
| British | 206 | 709,394 | 788,790 |
| United States | 74 | 237,558 | 171,754 |
| Peruvian | 23 | 56,728 | 34,365 |
| Danish | 11 | 49,405 | 69,785 |
| Dutch | 16 | 49,396 | 29,836 |
| Norwegian | 32 | 106,754 | 65,636 |
| Swedish | 5 | 18,789 | 21,326 |
| Chilean | 25 | 66,068 | 48,832 |
| Japanese | 30 | 117,833 | 143,930 |
| Italian | 1 | 3,125 | |
| French | 2 | 8,686 | 385 |
| Spanish | 5 | 15,380 | 12,132 |
| Costa Rican | 5 | 415 | 157 |
| Panaman | 1 | 81 | 135 |
| Mexican | 1 | 2,007 | 1,447 |
| Cuban | 2 | 3,337 | 2,800 |

| | | |
|-----|-----------|-----------|
| 439 | 1,444,956 | 1,391,310 |
|-----|-----------|-----------|

PACIFIC TO ATLANTIC.

| | | | |
|---------------------|-----|---------|-----------|
| British | 222 | 764,962 | 1,160,713 |
| United States | 104 | 293,394 | 414,759 |
| Peruvian | 23 | 57,979 | 62,022 |
| Danish | 2 | 9,680 | 15,155 |
| Dutch | 13 | 30,800 | 48,844 |
| Norwegian | 34 | 116,804 | 203,178 |

| Nationality. | Number. | Canal net tons. | Cargo tons. |
|-----------------------------|---------|--------------------|-------------|
| Swedish | 8 | 30,634 | 46,415 |
| Chilean | 24 | 63,414 | 37,404 |
| Japanese | 10 | 39,821 | 67,269 |
| Russian | 1 | 2,273 | 3,550 |
| Italian | 1 | 3,215 | 5,700 |
| French | 3 | 12,831 | 23,983 |
| Spanish | 3 | 7,059 | 14,587 |
| Costa Rican | 5 | 415 | 889 |
| Mexican | 2 | 443 | 335 |
| Cuban | 1 | 2,028 | 338 |
| | 456 | 1,435,752 | 2,105,141 |
| | 439 | 1,444,956 | 1,391,310 |
| | 895 | 2,880,708 | 3,496,451 |
| TOTALS—Atlantic to Pacific: | 1,380 | 4,637,914 | 4,951,281 |
| Pacific to Atlantic: | 1,390 | 4,565,590 | 6,655,008 |
| Grand Total | 2,770 | 9,203,504 | 11,606,289 |

Owing to present conditions in the shipping world the Canal has not as yet been by any means taxed to its capacity; but with its successful completion and operation the members of the Society of the Chagres, who assisted in the building and are now a part of the operating force of this greatest of modern works, can be sure that their highest ambition has been realized.

TRAFFIC THROUGH THE CANAL IN THE PAST FISCAL YEAR.

The total number of ships making the transit of the Canal during the fiscal year ending June 30, 1917, in seagoing traffic was 1,876. In the fiscal year 1916 the total was 787; in 1915, it was 1,088. The aggregate gross and net tonnages of the 1,876 ships in the year 1917, according to the rules of measurement for the Panama Canal, were 8,530,121 and 6,009,358 tons, respectively.

The cargo carried through the Canal amounted to 7,229,255 tons of 2,240 pounds.

Ships making the passage of the Canal without cargo, including naval ships and pleasure craft which did not carry cargo, as well as merchant ships in ballast, aggregated 284. Of these, 187 were in transit from the Atlantic to the Pacific, and 97 from the Pacific to the Atlantic; net tonnages were 574,881 and 219,907, respectively.

The average net tonnage of all ships was 3,203 tons. The average net tonnage of the ships carrying cargo was 3,275 tons. The average loading of the ships with cargo was 4,541 tons of 2,240 pounds.

The ratio of tons of cargo to net tonnage of ships with cargo was 1.386. As distributed over the aggregate of traffic, for each of the 6,009,358 net tons that passed through the Canal there were handled 1.2 tons of cargo.—From Canal Record, Aug. 8, 1917.

THE WEAK LINK AT PANAMA.

BY WILLIAM TAYLOR.

(Prepared in November, 1915.)

The Panama Canal can be taken without firing a single shot! To the uninitiated this may sound like the cry of an alarmist, but it is believed that a perusal of the following FACTS will bear proof to the absolute truth of the statement. This condition of affairs is not due to faulty engineering in the construction of the up-to-the-minute forts which have been placed at both entrances to the great waterway, nor to lack of armament in size or number, nor to a lack of fighting force to man the forts and guns and otherwise protect our \$400,000,000 investment at Panama—not to any of these may be attributed the pregnability of the great inter-ocean roadway, but, what is worse than all, to an apparent lack of foresight and sound judgment in the enactment of legislation affecting our policy in the Canal Zone.

The act of congress of August 24, 1912, also known as the "Adamson bill" and the "Panama Canal act", section 3 thereof, provides:

"That the president is authorized to declare by executive order that all land and land under water within the limits of the Canal Zone is necessary for the construction, maintenance, operation, sanitation, or protection of the Panama Canal, and to extinguish by agreement when advisable, all claims and titles of adverse claimants and occupants. Upon failure to secure by agreement title to any such parcel of land or land under water the adverse claim or occupancy shall be disposed of and title thereto secured in the United States and compensation therefor fixed and paid in the manner provided in the aforesaid treaty with the republic of Panama, or such modification of such treaty as may hereafter be made."

In other words, the entire Canal Zone of about 400 square miles, was declared a military reservation. It is true that the act of congress does not say this in so many words, but by the

subsequent acts of those apparently responsible for this legislation, this is the construction placed thereon.

The right to enact legislation such as this was granted to the United States by articles II and III of the Panama Canal treaty between the United States and Panama, ratified February 26, 1904, which state that—

ARTICLE II.

"The republic of Panama grants to the United States in perpetuity the use, occupation and control of a zone of land and land under water for the construction, maintenance, operation, sanitation and protection of said canal of the width of ten miles extending to the distance of five miles on each side of the center line of the route of the canal to be constructed; the said zone beginning in the Caribbean sea three marine miles from mean low water mark and extending to and across the Isthmus of Panama into the Pacific ocean to a distance of three marine miles from mean low water mark with the proviso that the cities of Panama and Colon and the harbors adjacent to said cities, which are included within the boundaries of the zone above described, shall not be included within this grant. The republic of Panama further grants to the United States in perpetuity the use, occupation and control of any other lands and waters outside of the zone above described which may be necessary and convenient for the construction, maintenance, operation, sanitation and protection of the said Canal or of any auxiliary canals or other works necessary and convenient for the construction, maintenance, operation, sanitation and protection of said enterprise, etc."

ARTICLE III.

"The republic of Panama grants to the United States all the rights, power and authority within the zone mentioned and described in article II of this agreement and within the limits of all auxiliary lands and waters mentioned and described in said article II which the United States would possess and exercise if it were the sovereign of the territory within which said lands and waters are located to the entire exclusion of the exercise by the republic of Panama of any sovereign rights, power or authority."

These articles of the treaty grant to the United States the right of eminent domain. Under this doctrine the congress of the United States enacted the legislation above referred to.

On December 5, 1912, the president, Mr. Taft, acting under the authority congress vested in him, signed the following executive order:

"By virtue of the authority vested in me by the act of congress, entitled 'An act to provide for the opening, maintenance, protection and operation of the Panama Canal and the sanitation and government of the Canal Zone', approved August 24, 1912, I hereby declare that all land and land under water within the limits of the Canal Zone are necessary for the construction, maintenance, operation, protection and sanitation of the Panama Canal, and the chairman of the Isthmian Canal commission is hereby directed to take possession, on behalf of the United States, of all such land and land under water; and he

may extinguish, by agreement when practicable, all claims and titles of adverse claimants to the occupancy of said land and land under water.

"The White House, December 5, 1912."

In accordance with this executive order of the president, wherein it will be noted the chairman of the Isthmian Canal commission (Gen. Geo. W. Goethals) was directed "to take possession, on behalf of the United States, of all such land and land under water", arrangements were at once made for the depopulation of the Canal Zone. That is, expropriation proceedings under the right of eminent domain, on a larger scale than the world had ever theretofore known, were instituted and owners, occupiers and claimants of real property in 400 square miles of territory were ordered to vacate their holdings, and this large area of land permitted to grow up once again in tropical jungle. The depopulation order affected thousands of small cultivators, farmers, in the Canal Zone, many of whom had been born and reared on their "fincas", and whose fathers before them had taken from the selfsame soil their means of livelihood. It has been said that at least a part of the framers of this act of congress did not have in mind the scope of this law, that is, there was no meeting of minds as to its full force and effect. Be that as it may, the Canal Zone has been depopulated and there is today sitting in Panama the tribunal provided for by the treaty, handing down the justice the treaty grants to those who have been deprived of their holdings.

Due in part to a rainy season extending over almost nine months of the year and to virgin fertility of the soil, vegetation attains a rank growth in Panama, perhaps to an extent not excelled anywhere in the world. A well cultivated farm abandoned for a few months during the rainy season loses its identity in the rapid growth of the tropical jungle, which springs up almost over night, so that it is but a short time until nature has reclaimed its own.

To understand just what this depopulation scheme may mean to the United States it is necessary that we take into account the unique situation of the Isthmus of Panama where

the Atlantic and Pacific oceans are less than fifty miles apart. It is necessary that one should know that there isn't a railroad extending from the Canal back to the limits of the Canal Zone on either side, not even a wagon road which extends the full distance, only the poorest kind of narrow trails through the brush, which while they were kept open to a certain extent in the rainy season by the traffic of the native farmers prior to the depopulation of the zone, are now so grown up as not to be recognizable as such. At their best they were merely narrow boggy trails, so narrow in many places that two men could not pass each other without stepping back into the brush; circuitous, winding foot-paths which led to nowhere; that the Panama railroad traverses the Canal Zone only following the line of the Canal; that the only means of ingress and egress to the Canal Zone are the high seas through the ports of Cristobal on the Atlantic side and Balboa on the Pacific; that the republic of Panama has absolutely no system of wagon roads; that there isn't a railroad in the republic excepting the Chiriqui railroad, now in course of construction, running but a few miles back from the coast, and the terminal of which is a sea port some 200 miles from the city of Panama.

It is understood that those who favored the plan of depopulating the Canal Zone and that it be permitted to return to the howling wilderness of tropical jungle, argue that this is a means of defense of the Canal; that the jungle growth and the lack of roads will prevent an enemy from forcing an entrance into the Canal Zone, it apparently being assumed that the enemy will strike from the land. But let us see what it is reasonable to suppose an enemy of the United States could and would do.

At the outset it must be assumed that any first class power having in mind a declaration of war against the United States would first be assured that it had sufficient ships in both the Atlantic and Pacific oceans to successfully cope with our Atlantic and Pacific fleets. It is also reasonable to assume that the Panama Canal would be one of the first points of

attack. It is well known that subsistence supplies for the Panama Canal force, numbering about 35,000 including the armed forces now stationed in the Zone, are all brought in from the outside, that is to say, from the United States and to some extent from Costa Rica, through the ports of Cristobal and Balboa, nothing of any moment being raised in the 400 square miles of territory comprising the Canal Zone which, in furtherance of this so-called plan of defense, has been let grow up in jungle, and that these 35,000 persons, more or less, are supplied with the necessities of life through one organization, the commissary or supply department of the Panama Canal. In addition there are in the cities of Panama and Colon an additional 100,000 inhabitants in round numbers, who are dependent upon the ports of Cristobal-Colon and Balboa-Panama through which they receive their supplies. These two cities being within the ten-mile strip of land originally comprising the Canal Zone, there are no adequate roads to the interior of the republic and all their requirements in the way of the necessities of life must and do come in by sea, either in the very few small coasting steamers or small schooners which trade along the coast, or by the regular steamship lines plying between Panama and the United States and Europe.

In the present European conflict we have seen a power with as great a navy as our own wiped off the high seas and the effective blockading of a coastline infinitely greater than that of the terminal ports of the Panama Canal. It is not hard to conceive then a blockade in the Bay of Panama and in the Carribean sea, outside of the range of the guns of our forts, that would absolutely shut off our source of supplies. Bearing in mind that Panama has never produced enough to supply her own people, that if she did, due to a lack of adequate wagon roads all supplies must be brought in by sea, and that the subsistence supplies for the Panama Canal employes and the army in the Zone are, and must be of necessity, since no one is permitted to farm in the Canal Zone, brought in from

the outside, it can be readily appreciated that the taking of the Panama Canal by any firstclass power would simply resolve itself into the establishing of a blockade which would shut off our supplies, in time forcing through starvation, the surrender of the Canal. Conceding that there may be at all times on hand in the Canal Zone sufficient supplies to last for six months in so far as the forces of the Panama Canal are concerned, it must be borne in mind that humanity would demand that in time of blockade or siege and in view of the conditions referred to in the foregoing, the United States provide for the 100,000 population of the cities of Panama and Colon, and that these supplies would therefore be greatly depleted.

If it is granted that the tropical jungle would prevent the enemy from forcing an entrance to the Canal Zone by land, it must be conceded that by this same method of reasoning this same jungle would prevent our going out of the Zone by land as we must needs do to bring in supplies, from which it would appear that we are in the position of an ostrich with its head buried in the sand, and that by an administrative policy seemingly without any real merit, the Panama Canal built at an expense of almost four hundred million dollars, although fortified and protected by the largest guns of their type ever constructed, is rendered not only liable but very likely to be wrested from us without the firing of a shot from these guns. As a chain is only as strong as its weakest link, so is the present plan of defense of the Panama Canal only as strong as its greatest failing—a very uncertain line of communication with its base of supplies, 2,000 miles away by sea.

The remedy is obvious—an immediate reversal of the present policy of depopulation of the Canal Zone. While the ownership of all the land in the Canal Zone by the government of the United States may have its advantages, not a single law-abiding cultivator should have been disturbed unless his cultivation was found to be within a proposed townsite or on the site of proposed construction projects. Titles could have been transferred to the U. S. if considered necessary without removal of desirable cultivators. Agriculture in the Canal

Zone should be encouraged to the extent of clearing and cultivating every foot of the 400 square miles of territory now given up to the jungle. This territory should be laid out in tracts of a reasonable size, roads and crossroads constructed and every form of legitimate business activity fostered and encouraged that the Canal Zone may be self-sustaining. When it is considered that in the entire republic of Panama today not a pound of flour is milled, nothing manufactured but a comparatively small amount of sugar not sufficient to supply local needs, some rum and beer, the desirability of developing the Canal Zone to its utmost capacity can readily be appreciated. This should be done, now, today, before it is too late. The question is one of sufficient importance to warrant full consideration and prompt action.

NOTE:—Since preparation of the above article by Mr. Taylor and since receipt by the Editor for the Yearbook and during period of delay in publishing Yearbook (owing to lack of finances in part), considerable progress in cultivation on the Canal Zone has been made by plantation work of the Panama Canal. Little progress as yet, however, has been made in providing roads and means of transportation.—Editor.

EXPROPRIATION DATA EXPUNGED BY THE WASHINGTON CENSOR FROM CANAL REPORT.

(From Annual Report for year ending June, 1915.)

(NOTE:—The following comment was forwarded by the governor of the Panama Canal as a part of copy for the annual report for the fiscal year ending June, 1915, but was omitted from the printed copies as published in Washington. Gen. Goethals later appeared before the committee on interstate and foreign commerce of the house of representatives in connection with toll questions and was also questioned on expropriation proceedings when he read the following report taken from printed hearings of the above-named committee, for January 11 and February 8 and 11, 1916.—Ed.)

The Chairman. Now, you can read that part of the report that has been expurgated.

Gen. Goethals (reading):

THE JOINT LAND COMMISSION.

The action of the Government and its officials, in connection with the settlement for lands within the Canal Zone which are being expropriated, has been so unjustly criticized and the charge has been made so frequently that the officials, particularly the counsel for the Government, have been harsh in their treatment of the poor, ignorant settlers, that I consider that the facts should be stated. I desire also to call attention to the unsatisfactory method that now exists for the settlement of claims with a hope that some action may be taken, looking toward securing a method more prompt and at the same time properly safeguarding the interests of the United States.

By the terms of the Hay-Varilla treaty, commonly called "the canal treaty," the Republic of Panama granted to the United States the proprietorship to, as well as the sovereign jurisdiction over, a strip of land 10 miles wide (excluding therefrom the cities of Panama and Colon and their adjacent harbors, though they lie within the 10-mile strip), and to all other lands, and lands under water necessary and convenient for the construction, maintenance, operation, sanitation, and protection of the canal.

The treaty provides that the grants to the United States shall not invalidate private rights, but if these conflict with the rights of the United States, the latter shall be superior; and the owners of private property will be entitled to damages against the United States, to be appraised by a joint commission appointed by the two Governments.

The treaty provides (Article VI): "The appraisal of said private land and private property and the assessment of damages to them shall be based upon their value before the date of this convention." The reason for this provision is obvious; the purpose of the United States in coming to the Isthmus was to build and operate a canal, and not, by localizing a world traffic and creating a large community with the necessary utilities in the way of water-works, sewers, roads, and other improvements, to increase the value of real estate for the benefit of speculators.

Mr. John Hay, who was then Secretary of State and negotiated the treaty, knew that plans had been made—as was inevitable in connection with such a work—to raid the Treasury of the United States, and in order to protect the interests of the Government he insisted upon the above quoted provision of the treaty that he believed would prevent the accomplishment of this purpose. In a communication from Mr. Hay, which has been made public, he stated:

"In our final negotiations we shall insist upon a provision being inserted which will prevent this Government from being mulcted in enormous indemnities for land which has been recently purchased by speculators with that intention."

Mr. Hay showed keen foresight in drafting this provision and insisting upon its insertion.

The Panama Railroad acquired by a legislative grant in 1850, 96,000 hectares of land, to be selected by the company on the Isthmus of Panama. The grant was a legislative enactment of the Congress of New Granada, now Colombia. It expressly provided that no adjudications of public land should be made by the Government upon the Isthmus until the railroad company had acquired all of the lands granted to it. The railroad company had obtained only 64,000 hectares out of the 96,000 when the canal treaty was signed. The company was also entitled to the public lands needed for railroad purposes.

In 1878 the Congress of Colombia, among other things, granted to L. N. B. Wyse as the representative of the Inter-Oceanic Canal Co. of France all of the public lands along the line of a canal to be built by the company on the Isthmus, and for 12 miles on either side that might be needed for canal purposes. To secure that right to the French company it was provided in the act of Congress that no adjudication of public lands should be made by the Government in the strip above mentioned until the canal was completed, and for five years thereafter. The effect of this legislation was to withdraw from commerce the strip of land in question and dedicate it to a great public work. It was no longer subject to entry and settlement under the public-land laws of Colombia. Neither could anyone except the French Canal Co. acquire a right of occupancy in the reservation. Otherwise the law by which the French company acquired its right would be meaningless. Thus the French company had a vested right in the strip reserved, which the Colombian Government could not, and in fact did not, impair by granting land concessions to others. The Panama Canal follows practically the route laid down by the French company, but the Canal Zone proper extends only 5 miles on either side of the canal, though the area covered by the lake extends over considerable portions of land beyond the 10-mile strip.

In 1881 the President of the Republic of Colombia, in response to a resolution of the Senate of Colombia, issued a decree withdrawing all public lands on the Isthmus from adjudication until the canal was completed. The express purpose of the decree was to withhold the lands from sale, in order that they might enhance in value by reason of the building of the canal, so that they might thereafter be disposed of at a higher value for the benefit of the public treasury.

In 1906 the Executive of the Republic of Panama resolved that the decree of 1881 of the Colombian president was in force on the Isthmus on November 3, 1903, when Panama seceded from Colombia; in fact, the republic of Panama did not change those conditions in the Republic until 1909, when the assembly of Panama enacted a public land law authorizing the sale of public lands to settlers and others.

The United States, in conformity with the Canal Treaty, purchased all

of the rights, privileges, and properties of the Panama Railroad Co. and the French Canal Co.; and acquired from the Republic of Panama all the rights, present, future, and reversionary, which that government held in the privileges and properties of the two companies by virtue of the concessions granted them by Colombia. In consequence the United States, by virtue of the treaty, acquired all of the lands and interests in lands to which the two companies were entitled by virtue of their concessions or by private purchase, as well as all of the public lands remaining after the rights of the two companies were satisfied.

In view of the Colombian legislation on the subject, and especially that relating to the grant to the French company dedicating the strip 24 miles wide to the purposes of the canal, it is evident that no one could lawfully claim any right or title in public lands in the Canal Zone or the Isthmus of Panama, based on occupancy unaided by a grant from the sovereign. The proposition which served as a basis for the findings of the commission of 1908, that a sufficient title to land in private persons consisted of an occupancy which had not been disturbed by Colombian or Panaman authorities prior to the canal treaty, was a patent violation of the rights of the French Canal Co. in the strip of land along the canal.

After some opposition the policy of fortifying the canal was adopted by Congress and the necessity for making the Canal Zone a reservation, with a limited civil population, followed as a matter of course. Already a very large part of the zone had been dedicated to the formation of Gatun Lake and other governmental purposes. With a large body of troops permanently established in the zone there will be but small room for a population of civilians not connected with the canal.

In conformity with the Panama Canal act, President Taft issued an Executive order on December 5, 1912, declaring that all of the lands in the zone were needed for canal purposes, and directed the chairman and chief engineer to take possession of such lands on behalf of the United States. The order carried with it by implication the depopulation of the zone, and in consequence many claims for damages against the United States accrued.

At the beginning of the American occupation of the zone a few tracts of land were taken for building sites, and these were appraised by a joint commission, which followed the terms of the treaty in their findings, and prompt and satisfactory disposition was made of the business before the commission.

A commission was appointed in 1907 to pass upon the values of private property then needed for the purpose of the canal. This commission disagreed in every case except one, which involved ownership by a foreign corporation. In the cases which involved Panaman ownership the American members of the commission found it impossible to accept the exaggerated values placed upon the property by the two Panaman members. An umpire was appointed by the two Governments, in conformity with the treaty, to appraise the property in the cases in which a disagreement had resulted. The umpire did not adhere to the values of 1903, inasmuch as the appraisals made by him were in excess of the prevailing values of that date.

The commission of 1907 did not take up any of the claims in the lake area, which covered about 170 square miles of territory, and another commission was appointed in 1908 to pass upon them. One of the American members of the commission acted as umpire in the cases in which the commission of 1907 had disagreed. The values placed by the commission of 1908 upon property were far in excess of the prices paid for such property in the year 1903 and prior thereto.

A joint commission was appointed by the two Governments in February, 1913. This commission not only adopted the liberal rulings of the commission of 1908, but extended their generosity to much greater limits. They were generous, not only in the amount of money awarded to the claimants, but in the application of legal principles as well.

No tribunal, international or domestic, has a right to misapply the rules of property out of motives of generosity or otherwise, and this is especially so under the circumstances found here, where we are in the midst of an alien and for the most part unfriendly population, where a large number of the most influential men have combined to extort money from our Treasury.

The misapplication of legal principles by the commission of 1913 permitted the presentation of many claims that should not have been entertained by that tribunal, because they had no legal standing whatever under the laws of Colombia, Panama, the Canal Zone, or the United States. The time spent by the commission in hearing these claims was expensive to the United States. The commission gave as one of the reasons for their findings that the Canal Zone authorities had made compensation in similar cases. The fallacy of that argument is apparent. The Government of the United States may indulge in generous impulses and make compensation, even in cases where the parties are not entitled to such consideration in accordance with property rules, but this is done as a matter of domestic governmental policy. An international tribunal, however, can not intrude upon domestic affairs of that kind without going outside of its jurisdiction. The United States has been generous in dealing with these people, and it is entitled to full credit, and it ought not to be robbed of that credit by erroneous rulings of a joint commission. Partisanship on the part of the two Panamanian members can easily be understood, but it does seem that duty to their own people required a different course from the American members.

The commission of 1913 held that all occupants of public lands in the Canal Zone were legally entitled to compensation for their improvements under the actual settlers or cultivators law of Colombia, which, as we have seen, had no application to the Isthmus, where the lands had been withdrawn from adjudication, and especially in the strip reserved by law to the French Canal Co., which includes the Canal Zone.

The representatives of the United States, in a spirit of generosity, were quite willing that the joint commission should take jurisdiction of cases based upon occupancies antedating the treaty, but the commission went further and held that a post-treaty occupancy of public lands entitled the occupant to compensation for improvement by virtue of the actual settlers or cultivators laws of Colombia. This ruling was made in spite of the well-known principle of international law that the public-land laws of the old sovereign do not follow the territory ceded to the new sovereign, but that the laws of the latter affecting public property must control.

The joint commission pushed their theory to the extent of entertaining cases of occupants who had entered upon public lands in the lake area and even those who had squatted in the canal prism, after the lands had been dedicated to the purposes of the lake, and made compensation to the occupants as actual settlers under the public land laws of Colombia. This is believed to be the first instance in which persons may settle upon Government property dedicated to public works and acquire rights there as home-owners or settlers or any other possessory right. The theory of the joint commission is a palpable absurdity.

The commission went to the extent of canceling, in effect, leases revocable at will that had been issued by the canal authorities to occupants of public lands in cases in which the occupancy was subsequent to the treaty and subsequent to the dedication of the land to the purposes of the canal.

Reference has been made to a letter from Mr. Hay, in which he stated that speculators had purchased lands on the Isthmus with the intent of obtaining enormous indemnities for them from our Government. There is one feature, however, that Mr. Hay did not refer to, which is of interest.

Between the years 1901 and 1904 a large number of titles were fabricated for lands in the Canal Zone which are, and were at the time of the treaty, part of the public domain, and claims for these lands have been successfully maintained before the commission. The method adopted by claimants in procuring these titles was very simple. A number of ignorant jungle blacks were taken before some political judge in one of the villages along the line of the railroad and induced to testify before the judge, ex parte, that they knew, because they had heard it stated, that Senor Blank was the owner of certain lands, describing them, and that the witnesses knew, because some one had told them, that Senor Blank, or his ancestors, had had paper titles to the land, but that these were burned in some fire. Of course these ex parte statements have no validity under Colombian, Panamanian, or American law, and yet they were accepted by the land commission of 1913. After these

declarations of witnesses were secured they were protocolized before a notary and a copy of the protocolization was registered in the records of real estate, and thereupon the claimant of the land transferred it to another by notarial deed, which was also placed on record. Some of these transactions took place after the treaty was executed.

The real estate records, prior to 1904, of all lands lying between San Pablo and the Pacific ocean are located in the city of Panama. Lands can not be transferred, under the Colombian and Panama law, except by a deed executed before a notary, who keeps the original in his protocol and issues copies to the interested parties, and the deed is not effective until the copy is recorded in the registrar's office of public and private instruments. The records of the registrar's office in the city of Panama are intact as far back as 1854, and, so far as can be ascertained, the records of the notarial offices in the city of Panama go back as far as 1821 intact.

A number of claims arising in the region lying between San Pablo and the city of Panama, in the conditions just described, were presented to the commission of 1913, and the declarations of the ignorant black witnesses were accepted over the objections of the counsel for the Government, who insisted that the parties be required to produce certified copies from the records in Panama of the deeds alleged to have been burned. The ruling encouraged the presentation of many such cases, especially as the awards made were for sums equal to about 10 to 20 times the price paid for similar lands in 1903.

The commission of 1913 did not wait for claims to be presented in many cases, but upon its own motion it entered upon its docket the names of all those who made any suggestion of having a claim. The commission divided itself into four parts, and each member took the statement of witnesses, which was not reduced to writing except in abstract form. They employed two inspectors to inspect lands involved in claims, but ignored the rights and interests of the United States by declining to give the Government's representative the value of the property as found by the inspectors. The commission felt authorized to seek information by letter and otherwise, without the knowledge and consent of Government's counsel, and awards were based upon information obtained in this irregular manner. The two American commissioners were not familiar with conditions on the Isthmus and kept themselves in an atmosphere hostile to American interests, where the agents of the United States were slandered without being given an opportunity to refute those slanders.

The most aggravated case of misapplication of legal rules by the commission of 1913 arose from the occupancy of lots in the town of Gorgona, which was located on public lands of the National Government and is now covered by the waters of Lake Gatun.

The laws of Colombia provided for the concession of common lands to municipalities. A survey, designation, and formal adjudication of the lands to the municipality by the chief executive of the nation were required by these laws. None of these formalities were complied with in so far as Gorgona was concerned. Consequently, the lands upon which the town was situated remained public domain. The Supreme Court of the United States, in a case relating to the city of Santa Fe, held that the city had acquired no title to its common lands under a decree of the Crown of Spain, similar to the Colombian laws, because no formal grant had been made by the Crown to the city of Santa Fe for the lands in question. The same court held that the city of San Francisco was not entitled to common lands claimed by it under Mexican laws, similar to those of Colombia, because no survey and designation of the lands had been made to the city by the Mexican Government. These cases were submitted to the joint commission, which ignored them completely.

After our Government declared for a lock canal and it was seen that Gorgona would be inundated by Lake Gatun, to be formed, the Isthmian Canal Commission, with the approval of the authorities in Washington, required the people at Gorgona to take out revocable licenses for the lots occupied by them. These leases provided that the Government of the United

States might terminate the lease at any time without compensation to the lessees for their improvements. This provision in the lease was nothing more than a declaration of the principle upon which article 1994 of the Civil Code is based. It reads as follows:

"The landlord is not obliged to reimburse the cost of improvements to which he has not consented with the express condition to pay for them; but the lessee may separate and take away the materials without prejudice to the thing leased, unless the landlord is disposed to compensate the lessee for the value of the materials, considering these separately."

The people at Gorgona had occupied the lots under permission from the governor of the Province of Panama and under municipal licenses. These were all granted for short periods, which had expired when the land was taken over by the United States and in none of the permits or licenses was any provision to be found requiring compensation to be made to the occupants for improvements.

In order to assist the people at Gorgona, the canal authorities had relieved them of paying land rent for a year or more, and from the payment of taxes. These exemptions had been granted to all of the people in the lake area, and subsequently were extended to the entire Canal Zone. The agents of the government of the Canal Zone were prepared to further assist the people at Gorgona by transporting the material in their houses, the claimants themselves, and their families and household effects, over the Panama railroad free of cost, and in cases of indigent persons they contemplated paying them for the material in their houses, and did in fact pay a number of them, then allowing them to remove the material. I may add that this policy was carried out in hundreds of cases in the Canal Zone.

By some process of reasoning, which is not revealed in the rulings of the commission, it was held by that tribunal that the lands at Gorgona were municipal, and that in consequence the occupants were entitled to compensation for their improvements, under a law which provided that the purchaser of municipal lands from the municipality must compensate any occupants found thereon for their improvements. If the lands at Gorgona had in fact been municipal, which everyone knows is not so, the dissimilarity in the cases referred to by the commission and those pending before that tribunal is manifest. The United States was not a purchaser of municipal lands at Gorgona, but the owner of them, for the public lands upon which Gorgona was situated were part of the lands reserved to the French Canal Co. Awards were made to the occupants of lots at Gorgona grossly excessive in amount. A tabulated statement of a number of the cases is submitted, showing the value of the serviceable material in the houses at Gorgona as fixed by the chief quartermaster's department, and the value of the houses as assessed by the joint commission. In a number of cases the houses, though large, were in a bad state of decay, and the serviceable material in them was of very small value.

| Owner. | Award. | Quarter-master's estimate | Owner. | Award. | Quarter-master's estimate |
|---|----------|---------------------------|------------------------|-----------|---------------------------|
| Andrade Antonio..... | \$400.00 | \$25.80 | Fanfan, Ferdinand..... | \$130.00 | \$14.52 |
| Do..... | 6,500.00 | 126.50 | Gordon, Pastora..... | 85.00 | 5.00 |
| Cadet, E..... | 1,700.00 | 151.30 | Do..... | 80.00 | 10.50 |
| Do..... | 830.00 | 62.60 | Laurent, Charles..... | 250.00 | 22.30 |
| Do..... | 420.00 | 35.30 | Loon, Modesta..... | 200.00 | 11.80 |
| Carrington, W. H. (administrator of the estate of George Andrade, deceased)..... | 1,500.00 | 115.50 | Lopez, Guadalupe..... | 75.00 | 11.40 |
| Do..... | 1,800.00 | 129.10 | Ramos, Alejandro..... | 1,100.00 | 33.00 |
| Cookhorn, Lillian (administratrix of the estate of Hora- tio Cookhorn, de- ceased)..... | 200.00 | 5.00 | Total..... | 15,270.00 | 759.62 |

Notwithstanding the excessive awards, the people at Gorgona were allowed to remove the material in their houses, except some zinc roofs that were utilized by the quartermaster. The material in the houses were transported by the canal authorities over the railroad to the Pacific entrance to the canal, together with the claimants and their families and their household effects, free of charge, and from there the free transportation was extended by water to the town of New Gorgona, some 30 miles down the Pacific coast. The canal authorities materially aided in the transportation of about 1,000 people to the new town.

The commission of 1914, while exceedingly liberal in the application of legal principles and in the sums of money awarded to claimants, insisted upon some semblance of rules of procedure. This has been due to the attitude of the two American members, much to the dissatisfaction of the Panamans, who desire to follow the practice of the commission of 1913, which left the United States unprotected. However, the commission of 1914 has made a ruling that is of far-reaching effect. They have affirmatively held that the commission is not bound by the provision in the treaty which requires that properties be appraised at their value before the date of the convention, and that the values of December 5, 1912, when the depopulation order of President Taft was issued, must be taken as the true measure. If that ruling is adhered to, the United States will be required to pay about \$1,500,000 for property around the southern end of Ancon Hill, which was worth about \$25,000 to \$30,000 in 1903, and practically all of the increase will be unearned increment. The property could have but very little more value than it had in 1903, unless the owners are permitted to utilize the waterworks, sewerage system, and sanitary improvements of the canal. In addition to the area around the south end of Ancon Hill, there are several square miles of land out toward Sabanas, adjoining the City of Panama, for which the owners are now claiming compensation upon a meter basis, which would allow awards to be made to them for sums several thousand per cent greater than the values of the properties in 1903.

The claimants and their witnesses all testified as to the present value of lands in the city of Panama which are owned by a few influential families, and they insist that those values should be taken in assessing the damages for properties on the Canal Zone immediately adjoining the city upon the theory that, had the claimants been permitted to do so, they might have cut up the land into city lots and derived large revenues from them. Of course, the claimants could not have done that without utilizing the waterworks, sewerage, sanitary ditches, and other utilities of the Canal Zone.

The joint commission accepted the values prevailing on the Panama city side, as testified to by claimants' witnesses, as a basis for the award in the case in which the provision of the treaty was repudiated.

The joint commission referred to the decision of the attorney general of the United States in support of the statement that it would be inequitable to take the values of 1903 after waiting 10 or more years. The statement made by the attorney general was not necessary to determine the point submitted to him; neither had the provision of the treaty been called to his attention, and certainly there is nothing in his opinion to have justified the joint commission in accepting the values in the city of Panama as a basis for an award for land in the Canal Zone, where the conditions are fundamentally different.

The towns of Empire and Culebra and other settlements adjoining these towns were situated upon land belonging to the Panama Railroad Co., and lots in those towns were occupied under leases from the company. The leases contained provisions for their termination by the company upon notice and a method was provided therein for the adjustment of the respective rights of the parties upon the termination of the lease.

The railroad company gave notice of the termination of the leases in June, 1914, and advised the parties that they would be allowed to remain in possession until the 1st of October following without the payment of ground rent.

The lessees presented their claims to the joint commission against the United States. Counsel for the Government interposed a plea to the jurisdiction of the commission upon the ground that no claim under the treaty could arise against the United States for the cancellation of the leases by the Panama Railroad Co. and that the recourse of the lessees, if any, was against that company. The joint commission overruled the plea to the jurisdiction interposed on behalf of the Government upon the ground that the Executive order issued by President Taft on December 5, 1912, declaring that all of the lands in the Canal Zone were needed for Canal purposes and directing the chairman and chief engineer to take possession of them on behalf of the United States extinguished all privately owned titles in the Canal Zone, including those of the Panama Railroad Co., ipso jure, so to speak, and that thereupon the United States took possession of all such lands eo instanti, and that in consequence the Panama Railroad Co. was powerless to cancel the leases in June, 1914, because it had no title or ownership in the land at that time, which had passed to the United States by virtue of the President's Executive order.

The counsel for the Government called the commission's attention to the fact that the Panama Canal act directed the President to extinguish titles by private agreement, and upon failure to extinguish title by private agreement with the owners, then the adverse claim against the United States should be extinguished in the manner provided in the treaty; that is to say, by decision of a joint commission.

The Appropriations Committee, when on the Isthmus, investigated the cases, and as a result provision was inserted in the appropriation act prohibiting the expenditure of any of the moneys appropriated to the payment of awards in cases involving Panama Railroad leases or to the payment of the salaries and other expenses of the joint commission while hearing any such cases.

The effect of the ruling of the commission in the Empire and Culebra cases is to extend the jurisdiction of that tribunal so as to include some thousand or more cases that otherwise would not have been presented. It may be added, however, that in consequence of the arrival of the Fifth and Twenty-ninth Infantry on the Isthmus the Land Office has had opportunity to take over many of the houses in the two towns mentioned for military uses and has affected settlements with the owners of the houses.

There are submitted below a few concrete cases in support of the statements in this memorandum respecting the action of the various joint land commissions in making awards.

The commission of 1915 met on the Isthmus in the latter part of February, and a number of claims were submitted to that tribunal, which were held under advisement by the commission until June following. In the meantime the newspapers in the city of Panama, which are owned and controlled by claimants against the United States, commenced a violent attack upon the American commissioners, and the Panama Government requested their removal, through the Panamanian minister at Washington. The Panama Government went so far as to suggest that the entire personnel of the commission might be removed and four new men selected, two by each Government.

These attacks upon the two American commissioners were made while they were considering claims and before an award was made. When the awards were made they were so generous that all attacks ceased. As this generous treatment of the claimants by the commission was continued the attacks thereafter were limited to the Canal Zone officials, the counsel for the Government especially, because he had protested a number of awards on the grounds that the commission had exceeded its jurisdiction in the application of legal principles and that the awards were grossly excessive in amount.

One of those awards was for the Juan Grande tract of land near Gorgona; two of the most prominent men of the Republic were principal owners. They owned 470 hectares of the tract, according to one measurement, and 532 hectares, according to claimants' measurement. These two men

purchased the land in question on April 2, 1903, and paid 800 Colombian pesos for it, or \$400, United States gold. If our measurement of 470 hectares is accepted, the price paid by them would be 85 cents per hectare. If the claimants' measurement of 532 hectares is accepted, the price would be 75 cents per hectare. On June 17, 1906, these two claimants entered into an agreement with Mr. Richard Reid Rogers, then counsel for the Isthmian Canal Commission in charge of land claims, duly executed before a notary public, by which they agreed to convey to the United States all the lands in the Juan Grande tract that might be needed for the purposes of the lake or for any other construction purpose of the canal or the Panama Railroad. The various works required about two-thirds of the lands owned by those two claimants in the Juan Grande tract. Mr. Rogers agreed to pay \$5 a hectare for the land, and that amount, which was about six times as much as they had paid for the land five years before, was accepted; in other words, they were to make a profit of approximately 600 per cent in five years.

Soon after the agreement with Mr. Rogers was made, the joint land commission of 1908 convened and made awards to other people owning land in the Juan Grande tract at the rate of \$10 per hectare, notwithstanding the fact that those Juan Grande lands had sold for less than \$1 prior to the date of the convention.

One of the claimants died subsequent to the time the agreement was made with Mr. Rogers, and, in consequence, he is not responsible for what his heirs and representatives may have done thereafter. The other, however, acting for himself and his partner's estate, declined to carry out the agreement with Mr. Rogers, and all efforts of the agents of the Government to close the matter with him were unavailing.

When the joint commission of 1913 convened, a claim was filed against the United States for the lands in the Juan Grande tract, including those involved in the agreement which he had signed. Counsel for the United States contended before the commission that that tribunal could not take jurisdiction of a claim for the land included in the agreement. The commission declined to accept the theory of Government's counsel, upon the ground that they had no power to compel specific performance of the agreement. Of course the question was not one requiring the enforcement of specific performance. The United States acquired title to the land by virtue of Article VI of the treaty, which says that when private rights conflict with the rights of the United States, those of the latter shall be superior, and the private owner is left to his claim for damages. In this specific case the claimants made and joined in a solemn notarial document with the representative of the Government, agreeing to accept \$5 a hectare for lands to be taken for construction purposes of the canal and the railroad. The treaty obligation on the part of the United States to compensate these claimants was merged in the municipal agreement entered into with the Government's agent by these parties, and consequently, so far as an international tribunal was concerned, the case was closed.

The joint commission declined to be bound by the agreement and awarded \$10,000 to the owners of the Juan Grande lands in addition to making awards for improvements to a great number of squatters that were upon the property. The award meant a profit of 2,100 per cent on the investment made in 1903. This transaction brings to mind the statement made by Secretary Hay that speculators had purchased property with a view of mulcting the United States.

Another case is that of the Miraflores tract of land at Gatun. One of the part owners purchased a part of his interest in the Miraflores tract in 1904 and paid \$1.52 per hectare for it. The other portions of the land he acquired partly in 1893, partly in 1895, and partly in 1901, at an average of \$1 gold per hectare.

The other part owner purchased his half in 1888, or 1889, when the construction on the French Canal was at its height and real estate values were the highest at any time prior to our treaty with Panama. He paid the equivalent in Colombian money of about \$1 gold per hectare; that is to say,

he paid 2,700 Colombian pesos for 1,499 hectares, of which 1,262½ lie within the Canal Zone, on which the award was based.

An agreement was made by Mr. Rogers with one of the part owners to convey his half interest in the Miraflores tract to be submerged by the lake, at \$5 per hectare, in 1908; in other words, he was to make a profit of more than 300 per cent in about five years. Like many of the other claimants, he repudiated the agreement after the commission of 1908 had made such generous awards to his neighbors, and in order to close the agreement made with him it was necessary to offer him inducements.

The joint claim was presented to the land commission of 1913. An award was made of \$7,500 for 590½ hectares still belonging to one of the partners after deducting the land already sold in the part of the tract to be flooded by the waters of Gatun Lake. In other words, this claimant had 590½ hectares of uplands and mountain peaks left to him. For these he was awarded \$7,500, which is equivalent to \$12.75 gold a hectare; about eight or nine times what the land had cost him, including the valley lands, which had previously been conveyed to the United States.

The other partner received \$17,500 for the 1,246½ hectares owned by him in the Miraflores tract, a little more than 14 times what he paid for it; and of course the awards to both of these claimants was in addition to awards made to several hundred squatters upon the property. This award was made notwithstanding the fact that the owner offered to sell to the United States all of his interest in the Miraflores tract to be flooded by Gatun Lake for \$8 a hectare. This offer was made in 1908, but was not accepted by the Government.

The commission of 1908 awarded damages to the owners of the Pihisba tract of land on the upper Chagres for that portion of the property to be flooded by the waters of Gatun Lake. The awards were for excessive amounts, and were made to the owners of the land notwithstanding it was shown in evidence that there were numerous occupants and tenants upon the property, and these received nothing under the awards. When the commission of 1913 met, the tenants and squatters on the Pihisba estate above mentioned presented their claims. Counsel for the United States contended that the lands in question were no longer subject to the jurisdiction of the joint commission; that damages had been assessed against our Government for them and these damages had been paid in accordance with the awards. To this the commission replied that it was not necessary to pass upon the effect of the previous award; that it was sufficient to say that the tenants and squatters had continued upon the land after the award of 1908 was made, and that they were entitled to compensation for their improvements by reason of their occupancy since 1908 in conformity with the public land laws of Colombia. There is no public land law of Colombia or any other country that permits an entry upon lands that have been dedicated to public works to be used as a basis for a claim against the sovereign for improvements. However, awards were made to the tenants and squatters above mentioned.

Leopold Cantoral was a tenant of the French Canal Co. He leased a piece of land in the French canal prism and planted sugar cane, and disposed of the product of the sugar cane by converting it into rum on the premises. The lease from the French Canal Co. contained a clause that it might be canceled on 30 days' notice without compensation of any kind to Cantoral for the improvements he might have placed upon the land. The French Canal prism was utilized by our Government and forms part of the present channel of the canal. After the transfer of the canal to the United States, Cantoral paid rent to the Isthmian Canal Commission for one year. The canal authorities did not require him to pay rental thereafter, but he was repeatedly advised that he was there at his own risk, and would have to get out when the waters of the lake came up. He filed a claim before the land commission and was awarded \$1,500.

Here again the award was based upon the public land laws of Colombia. The award does not inform us by what process of reasoning the commission

reached the conclusion that a tenant, under a revokable lease in the canal prism and part of the public works of the canal, could acquire any rights as a cultivator or homesteader, or in any other manner, under the land laws of Colombia. The fact that Cantoral paid the Isthmian Canal Commission rent for one year was naively disposed of by the land commission by saying that the payment was evidently a mistake. The award was too much for Dr. Faulkner, one of the American members of the commission, and he dissented.

It is true that the depopulation of the zone has worked a hardship to some, but the building of the canal was a world necessity, and it imperatively required the clearing of very large areas of the Canal Zone of its occupants. The lake covers an area of 167 square miles, and the other activities of our Government require great areas in addition. Everything has been done that could be done to relieve the people being removed from the Canal Zone. They were compensated for their improvements; the material in their houses was returned to them after being paid for by the United States; and free transportation was granted to them, their families, and household effects; and, in addition, free transportation by water has been furnished by the United States to thousands of these people in order that they might return to their former homes in the West Indies, South and Central America, to Europe, and to other parts of the world.

When the commission of 1914 met, the plan of attacking the agents of the United States Government was continued. Charges of oppression, threat, and frauds, were made against the Government's agents and the land inspectors by claimants and their attorneys, and were supported by the testimony of the former, who have combined against the Government to extort money from it, and that of their witnesses. The atmosphere here is quite unfriendly to the United States, the evident intention is to get all that is possible by any means that can be employed, and in many cases the most palpable perjury is committed by claimants and their witnesses.

The important issue involved is something more than money. It affects the good name of our Government and its agents. They are entitled to the protection of the American members of the commission from the slanders against them, and the American commissioners should decline to hear these slanders when made in the absence of the representatives of the American Government. The commissioners, by their rulings and attitude generally, have done much to take from the United States and its agents the credit that is due to them on account of their indulgence to an antagonistic people. The commission has made it appear as though a legal obligation rested upon our Government in these cases, and comfort has been given to those who have slandered the United States and its agents.

These slanders culminated when, under the date of June 12, 1915, the Panaman members of the commission addressed a communication to the Secretary of Foreign Relations for Panama, and made the charge that "investigations made on the land by the commissioners have shown that the quantity of improvements which were found on the properties of the interested parties was much in excess of that which, under the gravity of oath, had been declared by the inspectors of land of the United States." The representatives of the United States are in position to absolutely refute this charge, and it, therefore, constitutes a slander of the most serious nature. The offensiveness of this action was further aggravated by the fact that the charges were embodied in a resolution offered at an executive session of the commission, which was not communicated to our counsel through the American members, or by any other means, but was made known upon request of one of the most active of the claim attorneys and later was given out to a local paper which has been extremely partisan in the support of claimants. On account of this action on the part of the Panaman Commissioners, our Government would be justified in making to the Panama Government the most summary representations with respect to them.

The resolution in question (which failed to pass because of the negative vote of the American members) was to the effect that as the testimony of our inspectors had been found unreliable, future awards should be based on

personal ocular inspection of property by members of the commission; this in order that no injustice might be done to any claimant. The Panama members of the commission are not credited with sincerity. Personal inspection of all property would greatly prolong the sittings of the commission, and, consequently, substantially increase the remuneration of the members; it is much more probable that this, rather than zeal for the protection of claimants, is their impelling motive.

This resolution grew out of a claim by William Keyes, whose attorney publicly accused the representatives of the United States Government of unfairness in dealing with the inhabitants of the Canal Zone, and claimed that the United States had broken faith with Panama in that it had not adhered to the spirit of the Canal Treaty, though he failed to mention what the treaty provides. The case has been given such publicity that the facts are given.

Keyes filed a claim for his farm and asked for \$3,284 damages. He was a tenant on land situated east of the city of Colon, in the Canal Zone. About six months ago the Government inspectors visited Keyes's place, made a note of the improvements, fruit trees and other cultivations that they found, and offered to pay \$200 for his improvements, which the latter accepted, signing a bill of sale to the United States releasing the improvements on his farm.

In the meantime Mr. Keyes was interviewed by the attorney who made the accusation and induced him to repudiate the bill of sale, offering to fight the case before the land commission for a contingent fee of 40 per cent. This attorney was disbarred from practice by the courts of the Canal Zone about a year ago or more for defrauding a woman client of money. He went to the United States and returned to the Isthmus soon after. He appealed to the sympathies of the local bar and the attorneys interceded for him with the district judge and succeeded in having the disbarment order set aside, so that he might have an opportunity to reform. The main witness employed in the trial of the case and who claimed to have taken an inventory of the property formerly belonged to the Canal Zone police force and was dishonorably discharged in 1906 for drunkenness and abuse of authority. When the case was called for trial the claim was increased to \$8,000. Although Keyes did not think he had signed a bill of sale to the United States, for he had signed without reading the document, such bill was accepted in evidence and Keyes admitted that the signature was his. The land commission ignored the bill of sale and awarded Keyes \$800, 40 per cent of which, or \$320 goes to the attorney.

The joint commissions have been extremely costly to our Government. The expense has amounted to about \$5,000 a month, aside from the sums expended in the payment of awards. In a letter under date of May 7, 1915, to the Secretary of State, Mr. L. M. Kagy, one of the American members of the commission, states "It is estimated that it will require probably one more year to complete the work of the commission." Even if this were true much more time has been consumed and money expended than should have been necessary, but there is no guaranty that it is true. On the contrary, the proceedings give every indication of being interminable. At the present time the commission is in a state of deadlock over the proposal to make personal inspection of all property, one American member of the commission is in the United States, and even the slight progress that was being made in the settlement of claims has ceased.

Had the joint commission adhered to the rules of law governing public and private property as recognized in the courts of the land, not one-third of the claims appearing upon the docket could have been presented. The tribunal as constituted has appeared to act upon the assumption that its members are diplomatic negotiators, with plenary powers to adjust all claims, without being bound by the rules of property applicable to the ordinary courts or the treaty obligations. The effect of Article VI of the treaty, requiring that claims arising from the maintenance, operation, sanitation, and protection of the canal be adjudicated by the commission, makes it a continuous institution. It has become evident that some more expeditious

and less expensive method of adjusting claims must be found than that now prescribed by the treaty. Congress has already made one step in that direction by conferring jurisdiction on the District Court of the Canal Zone in cases of damage to ships, their cargoes and passengers, while passing through the locks under the control of the operatives, when there is a disagreement between the governor of the Panama Canal and the claimants. The jurisdiction of this court could be extended to other cases, but without jury trial, or a special court could be instituted.

It is strongly urged that, when the modification of the Taft agreement is under consideration, which it is assumed will be at an early date, the treaty be amended, so that an equitable, and at the same time expeditious, settlement of claims can be secured.

Respectfully submitted.

GEO. W. GOETHALS, Governor, the Panama Canal.

A RESUME OF THE CANAL ZONE PUBLIC SCHOOL SYSTEM.

By ALBERT R. LANG.

Prior to the American occupation of the Panama Canal Zone no effort had been made to organize a system of schools for the interior villages. The native children had grown up with the little instruction a few of them obtained at home or in an occasional private school. The laborers imported by the French Canal Company opened a few schools but these constituted a very small step toward the growth of a school system.

On September 2, 1904, the same year that the United States secured control over the Canal Zone, the Isthmian Canal Commission authorized the establishment of a school system, and on January 21, 1905, placed it under the jurisdiction of the Collector of Revenues. A school census was taken the following June and preliminary plans were made for providing buildings and equipment, but little was done toward organization until more than a year later.

The census showed that there were in the Canal Zone nearly two thousand children between the ages of six and sixteen, one-half of whom could neither read nor write. For these the ordinary district school curriculum was planned. An order was placed in the States for text books, desks, and one thousand slates. Buildings were set aside and repaired for school use.

On December 2, 1905, a superintendent of schools was appointed, and on January 2, 1906, the first public school under the jurisdiction of the United States Government was opened at Corozal. Owing to delay in receiving the supplies from the States, this first school had a very meagre begin-

ning, the equipment consisting of a few borrowed chairs and tables and such sample texts as were on hand, supplemented by a few books from the homes in Corozal. This school was closed in a little over four months, as the maximum enrollment had reached only nine, and the attendance was from six to seven. In the meantime additional schools had been started at other villages in the Canal Zone.

At the time the Government schools first opened, five of the seven municipalities had established and were operating five schools, with a combined attendance of about 150 pupils. For a time, then, there were two systems of public schools in the Canal Zone, acting independently of each other. However, on February 1, 1906, at the request of the Inspector of Municipalities and some of the mayors, the municipal schools were taken over and made a part of the Government system.

A Bureau of Municipalities was created on May 1, 1906, and at the same time the jurisdiction of the schools was transferred to the chief of that bureau. The schools were then more closely related to the work and organization of the Bureau of Municipalities and under this bureau they were free from the Government routine which had previously caused many delays. The building program was at once increased, and the work was done at the expense of the municipality in which the school was located. There was a large growth in the school attendance, caused principally by compulsory attendance ordinances which were enacted by the municipalities on June 1, 1906.

On May 1, 1906, there were eighteen schools in operation, with an enrollment of 611 pupils, and a force of twenty-one teachers. Five months later, September 30, 1906, this had increased to thirty schools, with an enrollment of 1,237, and a force of thirty-four teachers. Of the thirty-four teachers, fourteen were Americans, one Panamanian, and nineteen colored West Indians; of the thirty buildings, four were for white children, and twenty-six for both white and colored. The attendance was largely made up of negroes; only about ten percent of the enrollment were white.

The schools were opened under a reorganized system on July 16, 1906. The teachers' salaries, which had previously been from \$30 U. S. C. to \$80 per month, were revised into three classes:—Class A, composed of assistant teachers of fair qualifications, were to receive \$45 per month; Class B, composed of teachers with educational qualifications but no experience, were to receive \$65 per month; and Class C, composed of white teachers with both educational and experience qualifications, were to receive \$80 per month. The school year, which had previously been from September 15 to June 15, was changed to a twelve-month school of four terms, viz: from July 16 to Sept. 28, October 18 to December 21, January 2 to March 22, and April 8 to June 30, respectively. The school day consisted of six hours. The teachers, who had previously been employed for nine months, were now employed for the calendar year, without deductions for the vacation periods. Teachers of Class C were the only ones furnished quarters unless it was impossible for others to provide same for themselves.

One of the greatest obstacles in bringing white lady teachers from the States at this time, and until some time later, was the impossibility of securing suitable quarters for them. Consequently, a large majority of teachers were those living with friends and relatives and employed on the Isthmus, or were married women living here.

The first teachers' meeting was held at Ancon on March 3, 1906. There were sixteen teachers present, and also many Canal Zone and Panamanian officials. Regular meetings for colored teachers were not held until February 8, 1908.

On December 1, 1906, the schools were organized as an independent division under the Department of Law and Government. One of the interesting features of this month was the visit to the Isthmus of President Roosevelt. In his passage across the Isthmus he was greeted at all the principal stations by large groups of school children, who welcomed him with the national flag salute and American patriotic

songs. The president expressed personal pleasure and satisfaction with the efforts being put forth in the development of the educational system in the Canal Zone.

The Isthmian Canal Commission passed a resolution on June 11, 1907, making the school year from October 1 to June 30. The salaries were also changed to a nine-month basis. The rates of pay for white teachers were fixed at \$110 and \$90 per month, U. S. C., the higher rate being for principals and for teachers rendering additional service to that of regular teaching. The rates of pay for colored teachers were fixed at \$60 and \$50 per month, the higher rate dependent upon length of service and quality of work.

When the schools opened on October 1, 1907, a plan was inaugurated for the gradation and classification of pupils as it existed in the States. An organization of high school classes at Culebra and Cristobal was formed. An effort was made to provide facilities for continuing the education of children in the Canal Zone so that upon returning to the States the pupils' school work could be continued without loss of time or progress.

All school supplies from the beginning had been furnished to the pupils without charge,—a policy which has never been changed. A tuition fee, however, was established for non-residents not employees of the Canal or Railroad at the rate of \$2.00, U. S. C., per month for attendance in the elementary schools, and \$4.00, U. S. C., per month for attendance in the high schools.

Up to the close of the school year on June 30, 1909, the foremost school problems were those pertaining to the provision of buildings, the securing of teachers, and the obtaining of general school supplies. Parents asked for school privileges for their children faster than accommodations could be provided for them. The first buildings in many cases were makeshifts, competent available teachers were scarce, and there were practically no general supplies in the way of seats and text books. Gradually, however, these conditions were met so that when the school year ended on June 30 there

was a fairly complete working equipment, and the first great step in the development of the Canal Zone school system had been taken.

With the opening of school on October 1, 1908, as with each succeeding year, these general preparations were naturally extended, but the solution of other problems was commenced. By way of carrying forward to more definite completion this first step in the work, additional frame buildings were erected, more teachers were provided for the newly opened schools and for overcrowded schools. In the erection of new buildings special attention was now given to location of site in order to serve the convenience of the majority of the children and at the same time to secure proper surroundings for study. The greatest problem in construction of school buildings on the Isthmus was found to be with respect to the proper lighting and circulation of air, and at the same time avoiding the interference of one room with another. In order to attract especially well prepared teachers to the Isthmus, a circular of information, stating fully the improved condition, was printed early in the year and widely distributed. Partially because of this circular, but more largely on account of the general spread of information throughout the United States concerning conditions in the Canal Zone, there was much less difficulty to provide teachers with both training and experience.

The most important school problems at this time, however, were connected with the course of study, the supervision of instruction, and the grading of pupils,—problems which in the life of a school system like that of the Canal Zone naturally come later than the construction of buildings, and provision of teachers and supplies. Not until at this time was the number of children in the white schools, which now had an attendance of between five and six hundred, sufficiently large to make it seem advisable to have the same subjects and the same portions of those subjects taught to pupils of the same grades in all schools of the Zone. The latter half of the school year 1907-1908 and the first half of the school year 1908-1909

formed a transition period from what was then in the white schools essentially a system of individual instruction, to what was not essentially class instruction. This transition involved the necessity of a well organized, detailed course of study, in which the work for the respective grades was definitely outlined; and the necessity of paying closer attention to the grading of the pupils throughout the Zone, in order that the same class of work would be done in similar grades in all the schools. This was necessitated not only because of the increased number of children in the schools, but also because of the great amount of required moving of employees and their families from one portion of the Canal to another. In order to facilitate the transferring of pupils from one school to another during the year, a system of transfer cards was adopted, giving complete information concerning the pupils' past school record. In order to provide systematic individual instruction for assisting pupils who were not up to grade, and to supply properly qualified substitutes during the absence of regular teachers, two instructors were appointed in April, 1909, to give all their time to coaching and substituting. The problem of grading was especially difficult because many children lost six weeks from school while on vacation in the States with their parents. Another obstacle in the way of making rapid progress in grading the schools was the different degree of advancement in the several subjects shown by pupils in any particular grade. This inequality resulted largely from preparation in the different school systems from which the pupils came. The scattered distribution of the schools and the fact that teachers came from all sections of the United States, bringing with them their own local ideals as to methods of teaching, made the problem of unifying the methods of instruction difficult, requiring for its successful accomplishment a greater amount of supervision to the number of teachers employed than would be necessary in a city system where schools are centralized and teachers are drawn to a very little extent from centers with educational ideas at variance with those of the system to which they are called.

To meet this problem a supervisor of primary grades was appointed and arrived on the Isthmus on February 20, 1909. A supervisor of high schools, grammar grades, and colored schools was also appointed for the following year.

A three-year high school was established at Culebra and a two-year high school at Cristobal, with a total enrollment for both places of twenty-five pupils. Special attention was given to physical training. On January 1, 1909, regular monthly medical examinations for the white schools were authorized. With the co-operation of the horticulturist, experiments in school gardens were commenced. The teaching of Spanish in the four upper grades of the elementary schools was inaugurated. In accordance with a movement toward consolidating the schools the policy was adopted that when the number of children in any of the towns did not justify the establishment of a white school, free transportation was provided to the nearest town where appropriate school facilities were given. This transportation consisted of passes on regular passenger or labor trains, wagonettes operated by the Division of Schools, and in a few instances it included even a boat and ferryman.

During the school year beginning October 1, 1909, additional adjustable sanitary steel seats and desks were secured so that every school was adequately supplied. Basket ball and base ball teams were organized. Consolidation of schools was developed further, and approximately 300,000 miles of transportation were furnished. Special attention was given to the reorganization of the high schools, the organization of colored school gardens, and the revision of the course of study for elementary grades. The high schools were consolidated at Cristobal with a full four-year course, making conditions more comparable with those in the States. A high school school paper, the "Zionian", was published for the first time. A colored teacher was appointed to give all his time to directing the work of colored school gardens. The tuition fee was raised to \$4.00, U. S. C., per month for attendance in the ele-

mentary schools, and \$8.00 per month for attendance in the high schools.

In the school year 1910-1911 physical culture and medical inspection were placed temporarily on a more systematic basis by having a physician detailed to the Division of Schools exclusively for this work. Consolidation of schools was continued, and over 400,000 miles of free transportation were furnished. The four-year high school was transferred to Gatun, and a one-year branch high school was established at Ancon. The high school successfully gave a class play for the first time. The high school commencement was held at Gatun on June 24, 1911, with two graduates. The Board on College Entrance Examinations included the Canal Zone as a center, and the first examination was given at Gatun in June, 1911. A part-time director of music was secured for the schools during the year. Some difficulty had been experienced in obtaining suitable colored teachers, and the superintendent and supervisor were sent to Jamaica for the purpose of securing the services of experienced colored teachers who were graduates of West Indian colleges.

New schools were opened on October 1, 1911, and efforts were continued toward consolidation. The amount of transportation furnished school children remained large. This had previously been furnished free to the division of schools, but at this time a direct charge was made. The colored school gardens were continued until the end of the school year 1913, when they were abandoned.

During the school year 1912-1913 the main high school was transferred to Ancon and branch schools were established at Empire and Gatun.

On November 4, 1913, the high schools at Ancon and Empire were reorganized and the school day lengthened so that the recitation period could be of the minimum standard of forty minutes. The pupils were given supervised study in school, adequate laboratory work in the science course was arranged, and the principal was given more time for the

duties pertaining to that position. On February 20, 1914, the branch high school at Empire was transferred to Ancon, and on February 24, 1914, the third-year high school pupils at Gatun and Cristobal were also transferred to Ancon. Amendments requiring four years' college training for high school teachers and limiting the female teaching force to unmarried women were made to the rules governing qualifications of teachers. The married women then in the service were allowed to remain. This rule was made for administrative reasons resulting from complications caused when husbands were transferred to other towns or took their annual vacations during the school year. The qualifications of teachers as stated in the Circular of Information issued to all applicants follows:

"Examinations for teachers are not required. No applicant will be considered who is not an American citizen; who is more than forty-five years of age; who has not completed a regular four-year high school or academy course; who has not had two years' training in a standard normal school or college; and two years successful experience in some first-class graded school system in the United States. Men are not employed in grade positions. High school teachers must have four years' college or university training, in place of two years' college or normal training required for grade teachers. Married women are not eligible for appointment to the position of teacher."

Medical examination was extended to include monthly inspection of school buildings and playgrounds, and reports were required regarding sanitary conditions. Pupils absent from school on account of sickness were not readmitted to the school except by permission of the district physician. Fire drills were inaugurated in all the schools, and hand extinguishers were installed, and the teachers and janitors were instructed in their use.

In order to overcome the irregular attendance which existed in a large degree, the plan was adopted of giving the room accumulating forty half days without any absence or tardiness the reward of a half-day holiday. A system of record cards was devised by which the complete history and record of the pupil's whole school life is kept in convenient form. A Public Schools Athletic League was formed in the

white schools. With the co-operation of the Y. M. C. A. clubhouse officials the first annual meet of the league was held on the evening of June 12, 1914, in the clubhouses at Balboa, Corozal, Empire, Gatun and Cristobal, and was won by the Corozal school.

On April 1, 1914, the permanent organization of The Panama Canal went into effect, and the Division of Schools was placed under the jurisdiction of the Executive Secretary. Up to June 30, 1914, the schools had been supported entirely by local funds from the Canal Zone Government revenues, and not from appropriations for Canal construction. From this time a special appropriation by Congress has been necessary for their maintenance.

It was thought that the schools had reached their highest point in attendance in 1913, and that a rapid and large reduction would take place consequent to the completion of the Canal and the resultant general reduction to a permanent operating force. Anticipating this condition, the two supervisory positions were abolished effective at the close of the school year on June 30, 1914.

When the schools opened on October 1, 1914, the main high school was transferred to Balboa, where a temporary building had been erected during the vacation, and the branch high school, with two years' work, was transferred to Cristobal. The teaching of Spanish was again introduced into the four upper grades of the elementary white schools, and a special teacher of Spanish was employed for this work. Further sanitary measures were taken by furnishing liquid soap, paper towels, and paper cups to all schools.

In accordance with plans for adding certain phases of industrial education to the school work, a position of supervisor of industrial training was authorized and the position filled on September 22, 1914. A co-operative plan between the schools and the commissaries was worked out whereby the commissaries employed a number of boys out of school hours and during Saturdays and vacations. Courses of instruction

in drafting, mathematics, elementary mechanics, shop methods, and business English for all boys serving their apprenticeships in the Canal shops, began on February 13, 1915. Twenty-six apprentices reported during the year for this work, representing the following trades: machinists, boiler makers, pipe fitters, plumbers, pattern makers, carpenters, electricians, shipwrights, molders, blacksmiths, and cabinet makers. An elementary course in mechanical drawing was started in the Balboa High School on February 19, 1915. This subject, which was the first industrial study to be offered, was elected by twelve boys. A building was moved to Balboa for industrial purposes, and was completed by April 7, 1915. An advanced drafting class, made up of boys who had had one year of mechanical drawing, was started. The necessary equipment and supplies for the courses in woodwork were installed and a class in this work began on May 10, 1915. Courses in woodwork and sewing for the seventh and eighth grades on the Pacific side were started on May 12, 1915. Forty-four boys reported for the woodwork course. The work in sewing for these grades was conducted by the respective teachers. A two-month course in woodwork and mechanical drawing was offered during the vacation period. During the year a revised course of study for the elementary schools was in preparation. Committees of teachers had been appointed to outline, under the general direction of the Superintendent, the detailed work of their respective grades.

Children of alien employees of the Canal and the Panama railroad residing outside the Canal Zone had prior to this time been allowed free tuition in the schools. This privilege was withdrawn effective October 1, 1915, with the result that four rooms in the Cristobal colored school and the entire Ancon colored school for four rooms were closed.

A full four-year commercial course was provided in the high school beginning October 1, 1915. During the year there were forty-five pupils enrolled in commercial subjects. The work done in the high school has been accepted in fulfilling

entrance requirements to colleges and universities in the States whenever presented by any of the graduates. The high school has become accredited to all institutions to which it has made application, including the United States Military Academy at West Point.

There was an increased enrollment in colored schools over the previous year, ending June 30, 1915, and to obviate the necessity of providing additional school rooms the "double session" plan was adopted, by which one room served for two teachers, with their respective pupils, by alternating their school hours.

Physical training in the white schools was continued under the direction of the physical directors of the various club-houses, and competitive athletic meets were held during the year as follows: High school track and field meet at Pedro Miguel on May 13, 1916; High school aquatic meet at Balboa on May 20; and Grammar school track and field meet at Balboa on May 27. The trophy cup offered to the grammar school obtaining the highest number of points was won by the Pedro Miguel school. Athletic events were also held for the colored pupils in connection with the Fourth of July celebration by silver employees at La Boca.

The Canal Zone High School Alumni Association, which was organized on June 29, 1915, held its annual banquet at the Tivoli hotel on the evening of July 3, 1916, with a membership of fifty Canal Zone High School graduates.

The new schedule of teachers' salaries was made effective from July 1, 1916. The entrance salary for high school teachers was fixed at \$120, U. S. C., per month, with an increase of \$5 per month after each year of satisfactory service, for three years.

Sites for permanent concrete white school buildings were selected at Balboa, Ancon, Pedro Miguel, Gatun, and Colon Beach. With the co-operation of the Government Horticulturist, a limited amount of work in nature study was attempted. Arrangements were made so that a large number

of pupils were able to take instructive excursions into the jungles and to the various Government plantations. In furtherance of this work an outline has been prepared and reference books secured.

The school year 1913-1914 showed a slight falling off in attendance as compared with that for the year ending June 30, 1913. However, the school opened on October 1, 1915, with a small increase over that of any previous year, and in spite of the anticipated reduction the attendance has rapidly increased. Consequently it was found necessary to re-establish the position of primary supervisor which was filled effective September 16, 1916.

The most important activity during the present school year (1916-1917) is the construction of the five new concrete school buildings, costing a little over half a million dollars. It is expected to equip these buildings with the latest and best school furniture. Everything will be in readiness for the opening of schools on October 1, 1917.

At the beginning of the present school year a teacher of household arts was authorized and courses in sewing and cooking were offered to the high school and seventh and eighth grade girls. A housekeeping apartment has been turned over to the Division of Schools for this work.

The high school course of study was revised and printed during the past summer vacation and was ready for distribution at the opening of the school year.

A new system of medical examination cards has been devised whereby the complete record of the pupil's physical condition is accumulated for their entire school life. Provision has been made so that when Canal Zone school children are sent to the hospital upon the recommendation of the district physician as a result of his inspection no charge is made for any necessary operation. Improved plans are being made for the physical education of the pupils, and modern playground equipment will be installed in connection with the new buildings.

THE MOST DEFINITE AND IMMEDIATE PLANS NOW UNDER WAY ARE IN CONNECTION WITH EXTENDING THE WORK OF INDUSTRIAL EDUCATION AND WITH STRENGTHENING THE HIGH SCHOOL SCIENCE COURSES.

As will be noted from the appended diagram and tables, the Canal Zone schools, from a meager beginning, have grown into a comparatively large system. With the large number of children now on the Isthmus who will soon reach school age, and with the large number of family quarters being constructed, the maximum growth of the Canal Zone schools has not yet been reached.

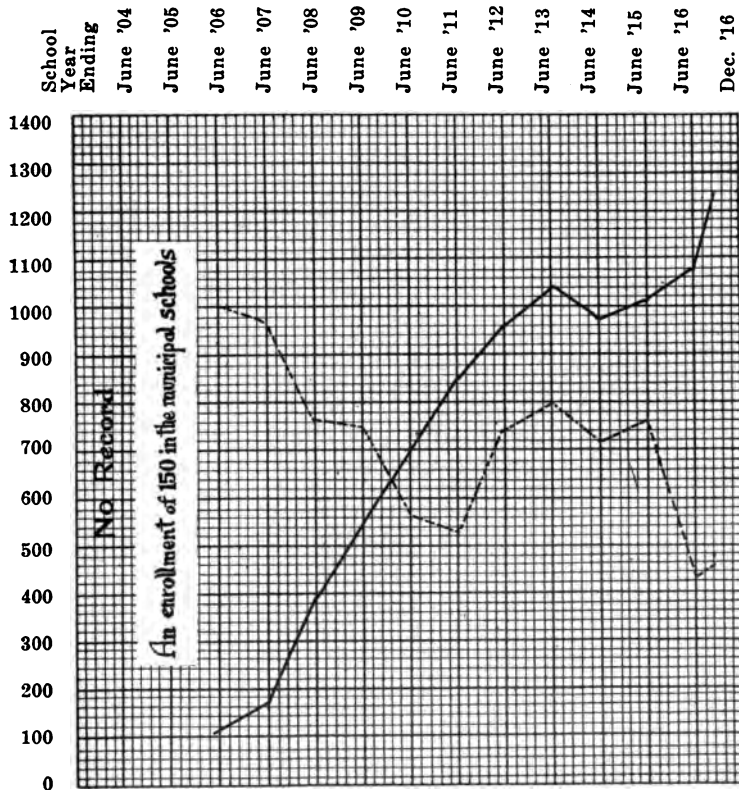


DIAGRAM SHOWING AVERAGE DAILY ATTENDANCE IN CANAL ZONE PUBLIC SCHOOLS FOR EACH SCHOOL YEAR.

—————White Schools.

.....Colored Schools.

NET ENROLLMENTS BY YEARS AND GRADES.

CANAL ZONE HIGH SCHOOLS.

| School year ending June 30, | Grade. 9 | Grade. 10 | Grade. 11 | Grade. 12 | Special | Total. graduates. | Number of |
|-----------------------------|-------------|--------------|--------------|--------------|---------|-------------------|-----------|
| 1904 | | | | | | | |
| 1905 | | | | | | | |
| 1906 | | | | | | | |
| 1907 | | | | | | | |
| 1908 | | | | | | 14 | |
| 1909 | | | | | | 25 | |
| 1910 | 40 | 8 | 3 | 0 | | 51 | |
| 1911 | 32 | 22 | 9 | 2 | | 65 | 2 |
| 1912 | 43 | 15 | 11 | 5 | | 74 | 5 |
| 1913 | 52 | 25 | 6 | 10 | | 93 | 7 |
| 1914 | 31 | 28 | 8 | 9 | 1 | 77 | 9 |
| 1915 | 46 | 25 | 21 | 11 | | 103 | 11 |
| 1916 | 57 | 37 | 24 | 16 | | 134 | 16 |
| Dec., 1916 | 87 | 34 | 28 | 13 | 3 | 165 | |

AVERAGE DAILY ATTENDANCE, BY YEARS.

CANAL ZONE PUBLIC SCHOOLS.

| School year ending June 30, | White. | Colored. | Total. |
|-----------------------------|---------|----------|---------|
| 1904 | | | 150 |
| 1905 | | | 1,107 |
| 1906 | 107 | 1,000 | 1,107 |
| 1907 | 167 | 971 | 1,138 |
| 1908 | 385 | 765 | 1,150 |
| 1909 | 539 | 784 | 1,287 |
| 1910 | 682 | 577 | 1,259 |
| 1911 | 838.8 | 556.1 | 1,394.9 |
| 1912 | 979.9 | 733.7 | 1,713.6 |
| 1913 | 1,029.1 | 799.0 | 1,828.1 |
| 1914 | 967.7 | 715.2 | 1,682.9 |
| 1915 | 1,006.3 | 755.9 | 1,762.2 |
| 1916 | 1,065.1 | 436.3 | 1,501.4 |
| Dec., 1916 | 1,226.4 | 450.6 | 1,677 |

Superintendents, Supervisors and Teachers in the Canal Zone Schools
from December 2, 1905, to December 31, 1916.

(*Indicates in service on Dec. 31, 1916.)

SUPERINTENDENTS

| Name. | Time Employed. | State. |
|--------------------|----------------------|-----------|
| Gause, Frank A. | 8-23-09 to 8-9-13. | Indiana. |
| Lang, Albert R. | 10-18-13.* | Nebraska. |
| O'Connor, David C. | 12-2-05 to 9-14-08. | Nebraska. |
| Smith, Henry L. | 9-15-08 to 8-22-09. | Indiana. |
| Wagg, Frank P. | 9-16-13 to 10-18-13. | Maine. |

GRADE SUPERVISORS.

| | | |
|---------------------------|----------------------|-----------|
| Alexander, Alice. | 2-13-09 to 6-30-13. | Indiana. |
| | 9-16-16.* | |
| Bechlem, Dora Nielsen. | 9-19-13 to 6-30-14. | Oregon. |
| Christopherson, Edmund D. | 11-6-13 to 11-27-13. | Illinois. |
| Talbot, John E. | 11-17-13 to 6-30-14. | Nebraska. |
| Wagg, Frank P. | 9-15-09 to 9-15-13. | Maine. |

SUPERVISORS OF INDUSTRIAL TRAINING.

| | | |
|-----------------------|---------------------|-----------|
| Edgerton, Alanson H. | 9-22-14 to 7-24-16. | New York. |
| Sutherland, Thomas G. | 9-7-16.* | Illinois. |

TEACHERS.

| Name. | Time Employed. | State. |
|---------------------------|-----------------------------|-----------------------|
| Adams, Mary F. | 3-25-13 to 6-30-16. | Indiana. |
| Allen, Mrs. Charles P. | 10-5-06 to 1-8-07. | Alabama. |
| Alstaetter, Ida. | 10-1-07 to 6-30-09. | Ohio. |
| Anderson, M. Edith. | 10-1-09 to 6-30-12. | Nebraska. |
| Annis, Bessie. | 10-1-09 to 6-30-10. | Washington. |
| Annis, Lucile. | 10-1-11 to 5-31-12. | Washington. |
| Argraves, Elizabeth I. | 10-1-08 to 4-25-09. | Illinois. |
| Armistead, Christopher H. | 8-20-06 to 10-2-06. | Maryland. |
| Atchison, Marjoire C. | 12-2-15.* | Michigan. |
| Bailey, Catharine. | 10-1-07 to 6-30-10. | Michigan. |
| Baillie, Mabel L. | 10-1-16.* | Minnesota. |
| Baker, Constance A. | 4-1-08 to 6-30-08. | Ohio. |
| Baker, May L. | 3-15-09 to 6-30-09. | Michigan. |
| Bates, Mildred O. | 12-27-09 to 1-14-13. | Iowa. |
| Bayless, Marie. | 10-28-13 to 6-30-14. | Ohio. |
| Beard, Ruth B. | 10-1-15.* | Ohio. |
| Bechlem, Dora Nielsen. | 10-5-10 to 6-30-13. | Oregon. |
| | 4-5-15 to 11-14-15. | |
| Beeler, Lydia A. | 11-18-11 to 3-20-13. | Indiana. |
| Beeler, Nina P. | 10-1-15.* | Indiana. |
| Belding, Irma M. | 9-4-06 to 6-30-07. | Illinois. |
| Bentley, Lucille. | 11-5-12 to 1-22-13. | Illinois. |
| Berry Fay Calvert. | 10-1-08 to 6-30-09. | Dist. of Columbia. |
| Berry Mattie N. | 4-9-06 to 9-30-06. | Louisiana. |
| Best, Virginia. | 1-3-11 to 6-30-13. | Michigan. |
| Beverley, John Anna. | 10-6-16 *(Resigned 1-6-17). | Texas. |
| Birmingham, Marie. | 10-1-12 to 6-30-14. | Minnesota. |
| Bliss, Gladys E. | 2-8-07 to 5-26-08. | New York. |
| Bogner, Jennie. | 10-1-10 to 6-30-11. | Indiana. |
| Borgen, Marian Patterson. | 11-15-09 to 6-30-12. | Massachusetts. |
| Bowdry, Mrs. James S. | 2-19-06 to 5-10-06. | New Mexico. |
| Bowles, Ida H. | 10-1-10 to 6-30-12. | Illinois. |
| Boyd, Elsie E. | 10-1-16.* | Washington. |
| Bradford Manora. | 9-10-06 to 6-30-07. | Massachusetts. |
| Bradford, Mary K. | 10-26-06 to 6-30-07. | Massachusetts. |
| Bradley, Blanche A. | 10-1-10 to 6-30-12. | Michigan. |
| Brinkerhoff, Fronce R. | 11-16-14 to 2-28-15. | Ohio. |
| Bristol, Edith C. | 2-15-08 to 6-13-09. | New York. |
| Browning, Laura C. | 4-1-06 to 6-30-06. | Dist. of Columbia. |
| Burkheiser, Elizabeth S. | 10-7-15.* | Michigan. |
| Cage, Elise. | 2-27-09.* | Louisiana. |
| Calhoun, Clelia Crespi. | 2-10-11 to 2-16-14. | New York. |
| Carr, Charles C. | 10-1-09 to 6-30-13. | Indiana. |
| Carr, Marion Sukeforth. | 10-1-11 to 6-30-12. | New York. |
| | 5-1-13 to 6-30-13. | |
| Carroll, James W. | 12-26-11 to 2-29-12. | West Virginia. |
| Carson, Mary L. | 10-7-15 to 6-30-16. | Indiana. |
| Carter, Charlotte. | 10-1-12 to 6-30-15. | Indiana. |
| Cespedes, Maria. | 3-5-06 to 6-30-06. | Republic of Colombia. |
| Christopherson, Edmund D. | 10-1-10 to 6-30-12. | Illinois. |
| Clark, Jessie Wilson. | 10-5-06 to 6-20-08. | Virginia. |
| | 10-1-08 to 3-15-14. | |
| Cloys, M. Lee. | 10-1-14.* | Tennessee. |
| Cabban, Emma M. | 10-1-10.* | Ohio. |
| Collins, Harriet N. | 4-15-07 to 12-31-07. | Indiana. |

| Name. | Time Employed. | State. |
|--------------------------|-----------------------|-------------------|
| Cook, Ernest L. | 10-5-07 to 6-30-08. | Nebraska. |
| Cook, Fannye A. | 10-1-15 to 6-30-16. | Mississippi. |
| Cookingham, Ada R. | 1-15-13 to 6-30-13. | New York. |
| Coombs, Alice L. | 10-1-09 to 6-30-10. | Minnesota. |
| Corcoran, Alice A. | 5-26-08 to 6-29-09. | New York. |
| Cornish, Ruth M. | 11-18-15.* | Minnesota. |
| Cruson, Florence. | 1-3-13 to 6-30-14. | Michigan. |
| Daniels, Jessie E. | 11-17-08.* | Ohio. |
| Darr, Lulu M. | 10-1-16.* | California. |
| Davis, Katherine I. | 11-17-13.* | New York. |
| DeCamp, Mallye A. | 10-1-12 to 6-30-14. | Minnesota. |
| | 10-1-16.* | |
| DeLassus, Amelia C. | 10-1-12 to 6-30-14. | Republic of Peru. |
| Dildine, Florence M. | 1-15-12.* | Illinois. |
| Dillon, Wenonah Whiting. | 10-1-10 to 4-2-15. | Wisconsin. |
| Dorsey, Shirley C. | 10-24-11.* | Oregon. |
| Doyle, Dorothy. | 4-8-09 to 6-30-10. | Kansas. |
| Dunn, Shellie M. | 10-1-11 to 6-30-15. | Michigan. |
| Edmonds, Mary. | 3-13-12 to 6-27-15. | Pennsylvania. |
| Eger, Emma L. | 10-1-15 to 6-30-16. | Ohio. |
| | 10-20-16.* | |
| Eldredge, Evelyn. | 11-17-08 to 6-30-10. | Massachusetts. |
| Ellsworth, Cornelia H. | 8-22-06 to 6-30-07. | New York. |
| | 1-1-08 to 1-12-11. | |
| Elwell, Sara D. | 10-1-12 to 6-30-14. | Colorado. |
| Erickson, Ida O. | 12-10-10.* | Wisconsin. |
| Ewing, Winifred C. | 1-8-08 to 6-30-09. | West Virginia. |
| Fennell, Inez Cox. | 10-1-11 to 6-30-12. | Michigan. |
| Field, Lenore H. | 10-1-16.* | Minnesota. |
| Fitzpatrick, Ethlyn C. | 4-19-15 to 6-30-15. | Washington. |
| Fleming, Mary E. | 10-1-14 to 11-20-16. | Ohio. |
| Flory, Floyd C. | 11-26-12 to 4-29-13. | Pennsylvania. |
| Fogerty, Pearl Widaman. | 9-1-06 to 6-30-07. | Nebraska. |
| | 1-6-08 to 2-7-08. | |
| Frazier, Mattie A. | 10-4-15.* | Oklahoma. |
| Frost, Odina J. L. | 10-5-07 to 6-30-13. | New York. |
| Frost, Olga J. | 10-1-14.* | New York. |
| Gallup, Myrtis M. | 10-1-15.* | Michigan. |
| Gohrman, Anna J. | 10-14-07 to 3-14-08. | New Mexico. |
| Grobe, Nona M. | 11-29-09 to 6-26-10. | Michigan. |
| Hale, Bertha. | 10-7-12 to 6-30-13. | Michigan. |
| Hall, Frances. | 10-31-06 to 2-10-07. | Virginia. |
| Hall, Ila T. | 10-1-14 to 6-30-16. | Michigan. |
| Hall, Ruth. | 1-28-11 to 12-31-11. | Michigan. |
| Halsey, Jessie A. | 10-29-06 to 12-31-06. | Georgia. |
| Hanson, Gertrude. | 4-2-09 to 6-30-10. | Iowa. |
| Harrison, Florence A. | 10-1-15 | Maryland. |
| Hartman, Lois K. | 10-5-15 | Montana. |
| Hartt, Edna M. | 10-1-09 to 6-30-10. | Michigan. |
| Hassenfratz, Lillian. | 10-1-16 | Oklahoma. |
| Hawley, Alberta. | 10-1-10 to 6-30-12. | Wisconsin. |
| Hawley, Hattie L. | 10-1-10 to 6-30-12. | New York. |
| Henshaw, Virginia C. | 10-1-14 to 6-30-15. | Virginia. |
| | 10-7-15 to 6-30-16. | |
| Hiller, Eunice G. | 11-1-11 to 6-30-12. | California. |
| Hine, Frederika. | 10-1-11 to 6-30-14. | Michigan. |
| Hoffman, Gertrude Bliss. | 10-1-08 to 2-18-12. | New York. |

| Name. | Time Employed. | State. |
|----------------------------|----------------------|--------------------|
| Holcomb, Nellie M. | 10-1-07 to 6-30-08. | Michigan. |
| Holme, Annie W. | 10-1-14 to 6-30-15. | Maryland. |
| Hughes, Janet I. | 10-22-14 | Pennsylvania. |
| Humphrey, Natalie Hine. | 10-1-09 to 6-30-14. | Michigan. |
| | 6-1-16 to 6-30-16. | |
| Irvin, Annie S. | 2-22-09 to 6-30-11. | Massachusetts. |
| James, Maybelle C. | 10-1-14 to 6-30-15. | Massachusetts. |
| Joiner, Lillian. | 10-1-16 | Arkansas. |
| Kiernan, Marie C. | 2-17-14 to 6-30-14. | Rhode Island. |
| Kingman, Regina. | 4-8-09 to 6-30-10. | Michigan. |
| Kuehne, Gertrude H. | 12-2-15 to 6-30-16. | Indiana. |
| Kyte, Margaret E. | 1-2-06 to 11-30-09. | Massachusetts. |
| Lang, Albert R. | 10-1-13 to 10-18-13. | Nebraska. |
| Lawlor, Ida Keys. | 10-1-08 to 6-30-11. | South Carolina. |
| | 10-1-13 to 11-16-13. | |
| Leggett, Myrtice G. | 12-27-06 to 6-29-08. | Mississippi. |
| Leydecker, Jessie W. | 1-19-11 to 2-17-11. | Ohio. |
| Little, Sophia E. | 10-27-16 | New York. |
| Macbeth, Blanche J. | 3-18-11 to 6-30-11. | Pennsylvania. |
| McCarthy, Edith MacIntyre. | 10-1-10 to 5-31-16. | New Jersey. |
| McClure, Jeannette. | 10-1-13 to 6-30-14. | Ohio. |
| McCray, Grace E. | 10-19-08 | Ohio. |
| McKenzie, Orrie. | 1-1-15 to 6-30-15. | Tennessee. |
| Magill, Jean. | 11-15-09 to 6-30-10. | Indiana. |
| Maher, Mrs. P. F. | 5-14-06 to 4-5-07. | Illinois. |
| Mallory, Bertha H. | 11-6-11 to 6-30-14. | Indiana. |
| Mattes, Ninetta. | 11-1-13 to 6-30-15. | Louisiana. |
| Maxon, Viola M. | 4-1-06 to 10-2-06. | Nebraska. |
| | 2-12-08 to 6-30-09. | |
| May, Minerva. | 2-4-07 to 1-17-08. | Alabama. |
| Mills, Mabel H. | 12-21-06 to 6-30-08. | Montana. |
| Miracle, Mamie. | 7-16-06 to 11-21-10. | Kansas. |
| Morrow, Estella C. | 10-1-09 to 6-30-10. | Indiana. |
| Mosteller, Anna. | 3-1-12 to 6-30-15. | Michigan. |
| | 10-1-16 | |
| Munroe, Georgia T. | 10-1-09 to 6-30-16. | Georgia. |
| Nason, Helen C. | 2-11-11 to 6-30-13. | Nebraska. |
| Neal, Muriel K. | 10-1-15 | Ohio. |
| Nichols, Lucy. | 10-1-13 to 6-30-14. | Oklahoma. |
| Nichols, Margaret W. | 3-16-14 to 4-30-14. | Colorado. |
| O'Connor, Florence M. | 2-8-06 to 6-30-10. | Nebraska. |
| O'Connor, Mary. | 2-8-06 to 6-30-07. | Nebraska. |
| Orenstein, Marie S. | 2-3-08 to 5-17-08. | New York. |
| Osorio, Emeline. | 3-5-06 to 3-19-06. | Republic of Panam: |
| | 5-14-06 to 10-31-06. | |
| | 10-1-07 to 12-31-07. | |
| Paddock, Elizabeth J. | 1-21-11 to 6-30-11. | Michigan. |
| Parmelee, Helen Daniels. | 3-28-10 to 1-16-16. | Ohio. |
| Paul, Virginia M. | 2-1-12 to 6-30-12. | Virginia. |
| | 10-1-16 | |
| Pendleton, Charlotte. | 10-1-16 | New York. |
| Perkins, Jennie Dunlap. | 12-3-10 to 10-11-13. | Massachusetts. |
| Perkins, May L. | 1-6-08 to 3-5-08. | Massachusetts. |
| Petersen, Niels F. | 10-1-13 to 6-30-14. | Nebraska. |
| Pilzer, Tessie. | 4-8-07 to 6-30-07. | New York. |
| Pontius, Jessie C. | 10-1-10 to 6-30-12. | Nebraska. |
| Potts, Ida B. | 10-1-12 | Michigan. |
| Pratt, Archie. | 10-1-12 to 6-30-14. | Texas. |
| Reber, Dorcas L. | 10-1-10 to 12-29-10. | Michigan. |
| Reed, Etta. | 10-1-12 | Nebraska. |
| Reese, Edna A. | 10-1-16 | Pennsylvania. |

| Name. | Time Employed. | State. |
|-------------------------|----------------------|--------------------|
| Reid, Mabel M. | 10-1-12 to 6-30-13. | Michigan. |
| Riedesel, Dorothy W. | 10-1-13 to 3-31-14. | South Dakota. |
| Remon, Laura K. | 11-2-14 | Ohio. |
| Robb, Cherry. | 2-17-08 to 6-29-08. | Texas. |
| | 10-1-08 to 1-18-09. | |
| Robb, Ena. | 10-1-10 to 6-30-11. | Texas. |
| Ross, Helen Danforth. | 10-1-07 to 4-11-09. | Massachusetts. |
| Russell, Minnie O. | 10-22-14 | South Carolina. |
| Prather, Dove L. | 10-1-11 | Indiana. |
| Sabsovich, Debora Vera. | 10-1-08 to 6-30-09. | New York. |
| Sadler, Martha J. | 10-1-16 | Texas. |
| Sanderson, Katherine M. | 10-1-16 | Wisconsin. |
| Sawtelle, Verna M. | 11-13-12 to 6-30-14. | Maine. |
| Schild, Beulah E. | 10-1-14 | Texas. |
| Schreiber, Alice P. | 10-1-09 to 6-30-10. | Ohio. |
| Scofield, Florence A. | 11-27-09 to 3-29-11. | Minnesota. |
| Scribner, Effie Powers. | 11-28-10 to 1-24-12. | Iowa. |
| | 1-17-16 to 6-30-16. | |
| Sergeant, Amalia. | 3-1-09 to 6-30-09. | Republic of Panam. |
| Sessions, Cora E. | 10-1-11 to 6-7-15. | Mississippi. |
| Shane, Lillian. | 10-1-16 | Texas. |
| Shea, Mary M. | 1-8-09 to 6-30-16. | Pennsylvania. |
| Shea, Nellie M. | 10-16-14 | Pennsylvania. |
| Shimer, Elizabeth E. | 10-1-09 to 4-9-10. | Pennsylvania. |
| Shippee, Julia P. | 2-10-08 to 4-11-09. | Rhode Island. |
| Simmons, Mary E. | 3-26-06 to 12-31-06. | Ohio. |
| Sine, Edith. | 10-27-13 to 6-30-14. | Indiana. |
| Slifer, Edith L. | 10-1-08 to 11-15-09. | Wisconsin. |
| Slifer, Margaret B. | 5-18-08 to 6-30-09. | Wisconsin. |
| Smith, Blanch B. | 4-15-07 to 6-30-07. | Maine. |
| Smith, Curraleen C. | 10-1-12 to 6-30-13. | Kentucky. |
| Smith, Ezoo. | 1-11-13 to 5-21-15. | Michigan. |
| Smith, May E. | 10-1-14 | Colorado. |
| Snediker, Grace D. | 10-1-11 to 1-10-13. | Indiana. |
| Speight, M. Delle. | 3-11-07 to 6-30-07. | Ohio. |
| Spicer, Edna M. | 10-1-12 to 11-4-15. | New York. |
| Stanners, Mary C. | 10-1-12 to 1-16-13. | Illinois. |
| Steele, Laura. | 9-1-06 to 6-30-08. | Virginia. |
| Stone, Annie E. | 10-1-09 | Mississippi. |
| Stowe, Edith M. | 11-18-07 to 4-10-08. | Vermont. |
| Swan, Mertell B. | 11-12-06 to 6-30-08. | Iowa. |
| Taylor, Fanny F. | 3-8-15 to 6-30-16. | New York. |
| Taylor, Lola M. | 10-1-09 to 6-30-10. | Massachusetts. |
| Thomas, Meta E. | 2-12-06 to 6-30-06. | Minnesota. |
| Tozer, Lina L. | 10-1-09 to 4-30-11. | Massachusetts. |
| Turpin, Jere. | 11-23-06 to 2-15-07. | Missouri. |
| Voyles, Clara L. | 10-1-10 to 6-30-13. | Indiana. |
| Wagar, Grace. | 2-2-09 to 6-28-09. | Michigan. |
| Walser, Nelle. | 10-1-16 | Missouri. |
| Weightman, Adelia E. | 9-1-06 to 6-30-07. | Missouri. |
| | 10-7-07 to 5-10-08. | |
| Whyte, Jessie Heller. | 10-1-07 to 6-25-08. | Michigan. |
| | 10-1-08 to 11-6-11. | |
| Williams, Minnie E. | 5-9-06 to 6-22-06. | Maryland. |
| Wittstein, Harriet M. | 12-21-16 | New York. |
| Witzel, Sarah M. | 12-7-06 to 6-30-07. | Kansas. |
| Yarborough, Grace. | 1-29-08 to 3-4-12. | Texas. |
| Yates, Franklin. | 5-17-11 to 6-30-11. | New York. |
| Young, Anna R. | 10-1-13 to 6-30-14. | Pennsylvania. |
| Zook, Leah A. | 10-1-13 to 3-9-14. | Pennsylvania. |

CHURCH ACTIVITIES DURING CANAL BUILDING.

1. AMERICAN EPISCOPAL.

The work of the American Episcopal Church on the Isthmus should properly be dated from the consecration of Christ Church, Colon, in 1865, by the Right Reverend Alonzo Potter, Bishop of Pennsylvania. This was the last episcopal act of Bishop Potter for he died in San Francisco harbor July 4, 1865. Accordingly, this church is the pioneer of Protestant churches in religious work in what is now the Canal Zone and Republic of Panama. In these early days, Panama was within the jurisdiction of the Archbishop of the West Indies and that distinguished prelate made several visitations to the churches on the Isthmus. Later the work was transferred to the Bishop of British Honduras and, still later, to the Right Reverend Albion W. Knight, then Bishop of Cuba, now Vice Chancellor of the University of the South, Sewanee, Tennessee.

The Episcopal Church had from the beginning very large work among the West Indians, possibly more than all the other religious bodies, and at its own expense erected church buildings along the line of work of the Panama Canal. In addition, it maintained services at Culebra, Empire, Gatun and Ancon, for the American population. At present its work is concentrated at St. Luke's Church, Ancon; St. Paul's Church, Panama; St. Peter's Church, La Boca; St. Augustine's Church, Paraiso; St. Barnabas Mission, Empire; St. George's Mission, Gatun, the Christ Church, Colon. It also maintains a successful work in the Darien region, at Cona. At present, in addition to the Bishop, there are only two American clergy, the Rev. Edward J. Cooper, Colon, and the Rev. H. R. Carson, Ancon.

By concurrent resolution of the General Convention, held in St. Louis during the month of October last, an Episcopal see will be erected within the next three years which will include the Isthmus and a very large part of Central America. It is very probable that there will be resident in Panama a Bishop of the Episcopal Church and the work extended so as to include the large aboriginal and Spanish speaking population which is not reached by the ministrations of others. It should be noted that the Episcopal Church maintains regular services among the lepers at Palo Seco, Bishop Knight having held confirmation on two occasions and the Rev. H. R. Carson ministering to these unfortunates every week. These services are held in both English and Spanish.

AMERICAN BIBLE SOCIETY.

The first time this Society tried to do any work along the present Canal site was in 1854, when the Rev. H. D. Wheeler, Seaman's Friend Chaplain at Aspinwall was local agent. Besides general distribution it is recorded that he placed Bibles in the hotels at Gatun, Aspinwall, and Chagres. From that time on work was carried on in a desultory fashion until about 1890, when the Isthmus began to be visited by colporteurs of the Society. In 1892 the Rev. F. G. Penzotti was appointed agent for Central America, resigning in 1907 to become agent for the Spanish speaking portion of South America.

Mr. Penzotti was succeeded by the Rev. James Hayter, who had come from England as a missionary a number of years before, but had entered school work in the employ of the Costa Rican government. The new position was less lucrative and more difficult, entailing long journeys and heart breaking experiences. Rev. Hayter has, however, been one of the Society's most successful agents.

A few years ago only eight or nine thousand books a year were circulated while in the first six months of this year about thirty-five thousand were sold.

On the Canal Zone not much has been done for the simple reason that needier fields were close at hand. However, the

Rev. Chas. W. Ports, the Rev. J. A. Dunkum, and the Rev. W. W. Williams have all worked here. The cities of Panama and Colon have both been thoroughly canvassed, especially in the Spanish speaking districts. An interesting note is that nearly all Chinese have provided themselves with Testaments. Quite a number of the San Blas Indians have called at the depository to buy Bibles. As their own language is not written and as many of them know English they nearly always buy English Bibles.

During the year the Society has received quite a bit of advertising from its building which was erected in Cristobal. It is a handsome building of three stories made of reinforced concrete. On the first floor are located the offices, store rooms, sales room, laundry, and rooms for colored employees. On the second floor will live the sub-agent with rooms set apart for missionaries who are passing through. On the third floor will live the agent and three or four white colporteurs. In the near future a launch will be secured so that ships passing through the Canal may be visited. While all accounts have not been settled, the house furnishings, launch, etc., have cost approximately \$44,000.

The Society has been criticized in some quarters for erecting such a fine building, but it does not take a knowledge of higher mathematics to figure out that the interest on \$40,000 would not begin to give the Society the room they have in the Bible House if they had to rent in Colon.

It has been decided to cut down the appropriation for the Central American agency fully twenty per cent. Though the Bible House is a gift to the Society the work must be maintained by the Society itself. Bible work has been entirely suspended in Costa Rica and curtailed in other places in order that funds may be left for canvassing the ships. It is true that the Bible Society sells its publications as a rule. But it is not generally known that all the Bibles put out by the American Bible Society are sold at less than cost. The Society also generally has several committees working on translations of

the Bible into languages newly reduced to writing or revising others.

BAPTIST MISSION:

More than twenty years ago some missionaries who resided in Central America paid occasional visits to the Panama Canal, during the French construction days, and held services for the employees. Definite work, however, was begun about sixteen years ago when the Jamaica Baptist Union sent Rev. S. M. Loveridge here to establish churches for the Baptist people. The zeal and success that have attended his labors are well known to those who have tried to do similar work. The hardships encountered in those days were far greater than any that exist today.

When the Americans took over the Panama Canal the House Mission Board of the Southern Baptist convention selected Rev. J. L. Wise to come and look after work for American Baptists who were turning their faces toward the land of the "Southern Cross" to make a fortune. He arrived in April, 1905, and has been active ever since. There were thirty men on the boat that brought Rev. Wise from New Orleans and soon after their arrival he was called to bury one of the number, who had succumbed to yellow fever. In those early days, two Baptist ministers were called to Eternity, one of them having been Auditor of the Panama Canal. From those early days the work has been steadily progressing with the exception of 1914, when through the depopulation of the Canal Zone, more than two hundred members were lost. The present membership in the six churches and mission stations along the Canal numbers more than six hundred. During these years the church property has grown from nothing to seven buildings worth about \$40,000. About \$17,000 were collected and expended last year in all the work on the Canal Zone. Of this amount \$12,700 was received from the States. At present the Baptists are completing one of the best church structures in Central America. It will cost more than \$20,000

when completed. It will be opened the first Sunday in the New Year.

CHRISTIAN SCIENCE:

The Christian Science movement in the Canal Zone dates back to January 1, 1906, when seven members met at Matachin and organized a Christian Science Society. The lessons were read each Sunday in a private home until permission was granted in September, 1907, to use the I. C. C. Chapel in Gorgona, where services were conducted until the town was depopulated.

In July, 1913, the Society removed to Empire, where, through the courtesy of the Secretary, Sunday morning services were held in the Y. M. C. A. When the permanent force was transferred to Ancon and Balboa the Society decided upon Ancon as their permanent location.

Owing to increased attendance and interest in the work, the necessity for another Society at the North End became apparent, and in perfect good-will and accord the members living in Cristobal and Gatun withdrew in July, 1914, to form the Christian Science Society of Cristobal. The remaining members, through the continued courtesy of the Y. M. C. A. Secretary, met at Pedro Miguel for three Sundays.

In August, 1915, the Judge of the Ancon Circuit Court granted the members the use of the Court Room for Sunday services, and later on extended this privilege making it possible to hold Sunday School and Wednesday evening meetings.

May 7, 1916, the Christian Science Society of Ancon opened the doors of its new church home, an attractive frame structure on the Ancon-Balboa road.

The Christian Science Society of Cristobal organized in 1914, held services in the Y. M. C. A. Clubhouse until September of that year, when permission to use the Court Room was secured, where the Sunday services, Sunday School and Wednesday evening services have been held.

METHODIST EPISCOPAL:

The Methodist Episcopal Church first began work on the

Isthmus of Panama about the year 1876, when under Bishop William Taylor a man was placed at Colon. His work there was carried on for some time, a church was erected and quite a large congregation was gathered. The missionary was called to the States and the work was left temporarily in the hands of another denomination which finally assumed full control.

The present work of the church was begun coincident with American occupation when Dr. Thomas B. Wood came here from Peru. He served as chaplain to the early Canal workers, preaching in English at different points along the line. He also founded the present Spanish work in the city of Panama. The mission work is carried on at three points, the Seawall Church, situated at the head of Central avenue on the old Sea-wall of the city, where services are held in English and Spanish. Pioneer Sunday School work for this part of the Isthmus was done by the members of the congregation; Guachapali Church, which has one of the largest West Indian congregations in the city; Colon Church, situated at the corner of Broadway and Third street, where Spanish services are held.

The mission maintains two schools: Panama College, situated at the Sea-wall Church, an English School for white Panamanian children; Guachapali M. E. School, for West Indian children.

Plans are being perfected for the erection of a three-story building on the Sea-wall property. This building will double the present school capacity and provide living quarters for the whole mission force. The mission is securing several new teachers, and expects soon to establish mission stations in the interior of the Republic.

WESTLEYAN METHODIST:

The work of the Wesleyan Methodist church on the Isthmus dates back to 1884. Ecclesiastically it is attached to the Jamaica district from which in former days it received financial aid. It was established to meet a felt need and its main purpose is to minister to the British West Indians who

have come to the Isthmus for work. When the U. S. government commenced Canal operations in 1905 regular services were being conducted at Gatun, Bohio, Empire, Frijoles, Lion Hill, and Pedro Miguel on the Canal Zone and also in the larger churches at Panama and Colon. Of these only the two last remain but the work done in the Zone during the construction period has been concerned partly in the Terminal cities and partly in the new churches opened in Paraiso, La Boca, and the West Indian colony of New Providence on Gatun Lake. During the construction days the Rev. B. King was in charge of churches. His successor, Rev. C. G. Hardwick, has just recently left the Isthmus after a residence of three years. The work is now carried on by Rev. W. H. Evers, residing in Panama and his colleague, Rev. F. T. Parker, residing in Colon. The total membership is now about 800 but the ministrations reach a much larger constituency, the largest among West Indians. The work is self-supporting and approximately \$375 U. S. C. is contributed annually for the evangelization of heathen lands. The work and influence of the church is growing steadily.

SALVATION ARMY:

The operations of the Salvation Army on the Isthmus began in the year 1904, when the flag was planted in Colon by Adjutant Jackson, and by the year 1905 had extended to Panama, so that the work has been going on here for the last twelve years.

Unfortunately, the early records were destroyed in the burning of the Institution and Divisional Headquarters during one of the fires so prevalent on the Atlantic side. Consequently the period covered in this article will of necessity be confined, in order that it may be authentic, to the operations and progress of the last few years, and will deal largely with that period that followed immediately on the large exodus from the Isthmus of the "Silver Employees", due to the completion and opening of the Canal, and scattering back to their

Island homes many of the members and adherents of the organization.

This depletion of forces, together with the removal of the inhabitants, compelled the organization to withdraw from several places where it had become established—Gorgona, with its out-posts at Tabernilla and Matachin; Empire with its out-posts at Culebra and Las Cascadas and New Gatun, so that practically, apart from open-air work carried on from Panama and Colon, as long as any inhabitants remained at these places, they had to be abandoned. Open-air services were conducted at Paraiso, Chorillo, and La Boca.

The military form of government in vogue in the Salvation Army, making as it does for quick decisions without waiting for consultation with committees, combined with the principles of self-support and then—Reproduction, which principles are inculcated and applied to individuals as well as Corps and Communities, made for rapid advance and seemed especially adapted to the needs of the moving population of the Isthmus, so that even the continual moving of members, though in some senses a draw-back was turned to good account and helped to establish and extend the work

No sooner has the Salvationist become convinced of his or her conversion than, under the environment and teaching of the Salvation Army, directed by the Holy Spirit, and aided by the opportunity that the organization offers to all, he or she becomes an active part of the propaganda that applies at all times and in all places the principle of reproduction, and makes, where they do not arise, opportunities of enlisting the services of their work-mates in the interests of the cause, and thus help to extend the work of God, so that, what under ordinary circumstances would tend to destroy and scatter the workers has often been but the means utilized to extend it, and the removal of a comrade from an active centre in the following up of their employment has often been but the beginning of a new work or extension of the work in the territory invaded.

Nevertheless, the disorganization caused by the withdrawal from these places was for a time a real difficulty, as in some cases it involved the pulling down of halls that had been built, and for a time crippled progress since a large number returned to places where the army was not established, and thus many workers were lost to the service. Many of these were the most energetic of local workers and it took time to train others and re-organize the various Corps remaining on the Isthmus.

Two Corps had been established at Colon, and one at Panama and as the work had been continually maintained at these places some notorious characters were reached and to-day many reclaimed drunkards and also a number of former residents of the famous Red-Light District are among the Army ranks.

Through the kindness of the Military authorities, and at the request of the colored population, a hall was re-opened at Empire, and at present another is being built at La Boca.

The progress of the work continues and during the year ending Sept. 30, 1915, an increase of 32,955 was shown in the attendance at the halls, and 70 new members were added to the roll. Increase in inside attendance for the year ending Sept., 1916, was 52,965, and 129 net increase in membership in the same period.

At the Social Institution in Cristobal there are sleeping accommodations for 60 men, where they have the advantage of shower baths, recreation and reading room, in addition to storage for trunks and suitcases for the sum of one dollar (U. S. C.) per week. The "won't-workers" are barred but no genuinely destitute person is turned away.

A free labor bureau has been established and a cheap food depot is conducted. During the past year employment has been found, mostly on ships, for 151 men; 15,562 meals at average cost of 15 cents, U. S. C., have been supplied; and 5,964 beds provided; 1,285 without charge.

The work on the Isthmus and the supervision of the

Institution is at present under the direction of Adjutant and Mrs. Terrace of Cristobal.

SEVENTH DAY ADVENTISTS.

The regular work of the Seventh-day Adventists in the Isthmus dates from the arrival of Pastor H. C. Goodrich, in 1907.

At the present time they have four congregations and church buildings. During 1916, thirty-four were baptized (by immersion) and added to the membership of the organization, bringing their present membership in the Isthmus to 240. The average membership of the Sabbath schools has been 330, and from these during the year of 1916 were received \$521.60 offerings for missions, in addition to funds raised for local expenses. The tithes and offerings from all sources during the year of 1916 was \$2,523.00.

Pastor C. E. Boynton lives in Panama City. Pastor W. G. Kneeland, president of the West Caribbean Conference of Seventh-day Adventists, which includes the republics of Nicaragua, Costa Rica, Panama, and Colombia; and the secretary, H. C. Kephart, live in Cristobal. Their general headquarters are in Takoma Park, Washington, D. C., and their local address is Drawer M., Cristobal, Canal Zone.

The Seventh-day Adventists are in sympathy with the cardinal doctrines of the evangelical Protestant churches. In honor of Christ as creator and redeemer, they observe the seventh day (commonly known as Saturday), as the Christian Sabbath.

Their work, both locally and in foreign lands, is supported by tithes and freewill offerings, equitably dispursed by a general board, according to the efficiency of the laborers.

They have always been a progressive people on the subject of temperance. Their members are required to abstain from the habitual use of all intoxicating liquors, opium, tobacco, etc. Many of the popular health foods are the result of the careful study they have given to the relation of foods to man's physical, mental, and moral development.

ISTHMIAN SUNDAY SCHOOL ASSOCIATION

The Isthmian Sunday School Association was organized at Cristobal, February 2nd, 1908. Its object is to federate the Sunday schools on the Isthmus; to form a central point of contact between the said schools and the International Sunday School Association; to arrange for conferences, conventions, and any other joint action that may be desirable.

The membership consists of two classes—Regular and Honorary. The Regular Membership consists of the superintendents of the various Sunday Schools together with two delegates from each school, which are to be selected by their respective schools on the last Sundays in June and December. Honorary Membership consists of all the ministers of the Gospel of regular Evangelical churches on the Isthmus of Panama.

The officers are a president, vice-president, and secretary-treasurer, who are elected at the regular meeting of the Association in January and July to serve a term of six months. The present officers are—President, W. H. Kromer, Vice-President, J. F. Warner, Secretary-Treasurer, E. M. Foster, all of Balboa Heights.

The regular meetings of the Association are held the second weeks of January, April, July and October at places selected by the officers.

This Association does not pretend to exercise any supervision over the individual school, but it has assisted materially in establishing new schools in the past and is ready at all times to give any assistance desired in establishing new schools in localities where there are none. In the past this Association has also handled the affairs of schools which disbanded on account of the removal of towns such as Tabernilla, Gorgona, Bas Obispo, Las Cascadas, Empire, and Culebra.

The Sunday Schools on the Isthmus have not been as closely associated with the International Sunday School Association as they should be, and for that reason considerable

correspondence is now under way to obtain reports of County, State, Province, and World Conventions for distribution to the Sunday schools on the Isthmus. The establishment of teacher training classes, such as are provided for by the Sunday School Boards of the various churches in the States and elsewhere, is also under consideration. The average teacher training course is designed for either individual study or for class use, examinations are conducted, certificates issued and teacher's diplomas awarded to all who make an average of say 70 per cent or over as the result of examinations. The course under consideration provides for three terms of two and three parts respectively—four lessons on the Bible; ten lessons on Bible history; five lessons on the lands of the Bible; four lessons on Bible worship and customs; four lessons on the Sunday school; seven lessons on the teacher and six lessons on the pupil.

UNION CHURCH OF THE CANAL ZONE.

The Union Church of the Canal Zone was organized January, 1914, by a few devoted Christian men and women, many of whom we regret to say have left the Isthmus. It was developed from the local Union organizations existing at several points during the construction period. These local Christian leagues and Union churches pointed the way to the solution of Christian work on the Isthmus. Our constitution provides that the activities shall be non-sectarian, and its teaching evangelical. Our membership consists of those who furnish satisfactory evidence of present or former church connections elsewhere; or who accept "the tenets of Christian living as laid down in the New Testament," and express a "determination to henceforth lead a Christian life."

As all members are here temporarily, they are permitted to retain their membership in their home churches, if they so desire. The church covenant is sufficiently broad, yet, we believe, embodies the essential elements of the Christian faith. It is quoted just below:

"Thankful for God's abundant goodness, and for His great gift of salvation through Jesus Christ our Lord, I hereby covenant to seek to know and to do His will, and to promote, as far as I can, the interest of Christ's Kingdom."

"Accepting the Bible as my supreme standard of faith, and heartily believing in the province of private judgment in the interpretation of the Scriptures, I agree to recognize as Christians and worthy of my fellowship, all who devoutly love the Lord Jesus Christ and accept His standard of teaching and conduct as set forth in the New Testament."

"Realizing that the success of the church depends upon the consecration of the individual membership, I covenant to attend its services, to contribute to its support; to labor to maintain its peace and harmony, and as far as possible in every way to promote its temporal and spiritual welfare."

The following denominations, among others, are represented in the membership: Episcopalian, Baptist, Methodist, Presbyterian, United Brethren, Dutch Reform, Disciples of Christ, Christians, Congregational and Lutheran.

The business affairs of the organization are conducted through an Executive Council consisting of the president, vice-president, secretary-treasurer and representatives from each local branch.

Pastors must be clergymen regularly ordained by some Protestant denominations, whose teachings shall be Evangelical, in the broad sense, and strictly non-sectarian.

No effort has been made to set up a new denomination, but our "object shall be the advancement of the principles of Christ's Kingdom on the Canal Zone, in the carrying on of the various religious activities characteristic of the communities from which our membership shall have come."

For several months after organization was perfected services were conducted by lay members.

On September 11, 1914, the Reverend Wm. Flammer, an Oberlin graduate, arrived at Cristobal from Covington, Ohio, and immediately entered upon his work. For some time he conducted services every two weeks at the following points: Cristobal, Gatun, Paraiso, Pedro Miguel, Corozal and Balboa, until relieved of part of work on arrival of Rev. Wm. A. Covert, who was stationed at Paraiso and Pedro Miguel for about a year. Rev. Covert has now been succeeded by

Dr. Geo. A. Miller, who devotes part time to Union church work and also to Seawall Church, Panama.

A residence for the pastor and his family was completed and furnished at Balboa, a short time after his arrival, and this has been his headquarters ever since. In June, 1915, the Rev. J. V. Koontz arrived on the Isthmus, having been called here upon his graduation from Princeton Theological Seminary. He has been succeeded by the Rev. J. C. Abels, formerly at Colombo, Island of Ceylon. His headquarters and main activities are at Cristobal.

Rev. S. S. Conger, from Mexico, who succeeded Mr. Flammer now conducts preaching services every Sunday morning at Balboa and every Sunday evening at Pedro Miguel, eight miles away, Corozal having been turned over as a military post. A mid-week meeting is also conducted at Balboa.

Rev. Abels is located at Cristobal. He preaches there every Sunday evening, and conducts services at Gatun every Sunday morning. He has a mid-week meeting at Cristobal, and a meeting every other Wednesday at Paraiso.

Under the auspices of the Union church, Sunday schools are conducted at Cristobal, Gatun, Paraiso, Pedro Miguel and Balboa. A young people's society meets on Sunday evenings in both Cristobal and Balboa. The ladies of the church have their societies in each town, and the men of Cristobal have organized a men's club and there is a Federation of the societies of Christian women that meets semi-annually.

The Isthmian Sunday School Association, composed of representatives from all Union church Sunday schools, the Panama Methodist Sunday school, and the Sunday school established at the military post at Empire, holds quarterly meetings. Other Sunday schools have been invited to send representatives.

The membership of the Union church now numbers nearly 400, divided about as follows: Cristobal, 125; Gatun,

40; Paraiso, 30; Pedro Miguel, 30; Balboa, 180. An attendance of 150 to 160 is now frequent at the church service at Balboa; at Cristobal, 80 to 100; Gatun and Pedro Miguel, 50 to 60. The Sunday schools have the following average attendance: Cristobal, 150; Gatun, 40; Paraiso, 40; Pedro Miguel, 30; Balboa, 300, with a membership of 515, including Home and Cradle Roll departments.

Present facilities are entirely inadequate at all points. The needs are greatest at Balboa as it is the central administrative point. It joins Ancon. The two places combined have an American population of 4,000. When the census was taken several months ago, about 500 families signified a preference for the Union church. The needs of Cristobal are nearly as great. Both must have additional facilities at the earliest possible date.

We desire to build permanently in concrete construction similar to the office buildings and the quarters constructed by the Panama Canal near the location selected by us. Our Balboa church should cost from \$50,000 to \$60,000, and we should spend at least \$40,000 for one at Cristobal. The plans for our Balboa building are taking definite shape as it must supply a large demand. It must be the centre of Christian activity on the Isthmus and must emply all that is best in Christianity. With the work that could be done from it, results the most far reaching throughout Central and South American countries will certainly come.

The budget of the central organization that conducts the general business affairs, required about \$3,500 during the last calendar year; a larger amount will be expended this year; while next year the amount required for current expenses, will be considerably above \$4,000.

We, on the Isthmus, however, cannot provide the plant that should be available for use now; that must be obtained before we shall be able to provide it without assistance, if we are not to lose one of the great opportunities that is offered a Christian nation. Wooden buildings last but a

short time and permanent buildings are very expensive. Our inability to own land leaves us with no security for a church debt and with no ability therefore to incur a debt. Our not being affiliated with any denomination prevents help from denominational church extension funds, and we feel very strongly that for the indirect effect which it will have on missions, as well as for our own best spiritual good, our equipment should be in all ways worthy of the best ideals of American Protestantism.

At an informal meeting held February 18, 1916, the history and needs of the Union church of the Canal Zone were explained to a group of delegates and visitors to the Panama Congress on Christian work with Robert E. Speer as chairman. The following resolution was presented by Dr. Ira Landrith, of Boston, and seconded by Reverend G. W. Muckley, of Kansas City, and unanimously adopted:

RESOLVED: "That it is the sense of this informal conference of delegates to Congress on Christian Work in Latin America, that the Union Church of the Canal Zone deserves and is hereby accorded our endorsement and commendation as offering the best solution of the problem of evangelical Christian work under prevailing conditions."

NOTE:—

It was expected that the activities of the Catholic church would also be fully covered in this volume; however, owing to pressure of other matters various ones were unable to handle or volunteer and when request was made on Father McDonald who is a very busy man on the Isthmus, he did not consider within the few weeks allowed that he was able to handle in connection with other work. To quote: "I am compelled to state that in justice to your contemplated book and the Catholic church on the Zone, I consider the time allotted to the desired essay entirely too short. Within that time I could do no more than to give an inadequate and superficial resume of a work that deserves a careful and studious treatment. I regret very much therefore that I

cannot have the pleasure of accommodating you, under the conditions." The omission is regretted by the Editor.

The above history of church activities is almost verbatim in most cases from notes contributed by various ones interested in the respective denominations or work covered. The editor assumes responsibility for some minor changes and omissions and extends the thanks of the Society to Mr. Kromer by whom largely compiled and those contributing.

THE MEN THE CANAL ZONE HAS MADE.

By S. P. VERNER.

The late Dr. Otis Mason of the Smithsonian Institution used to point out how profoundly men were influenced by their own work. Michael Angelo himself grew as St. Peter's grew under his master hand. The art reacted on the artist. "Gazing on the great"—to use Lord Byron's phrase—whether it be great men or great deeds, rouses in the beholder whatever latent responsive powers there are in him and quickens his impulses to nobler action.

Has not the Canal done this for us, perhaps to a greater extent that we know? We have seen men grow down here as well as concrete walls and mighty iron structures. Even as a vast mountain falls to impress with its grandeur those living on its slopes, so we ourselves may not have the perspective to see what so strikes casual visitors. But they say that a Canal man has a sort of confident attitude of potential force, a careless disregard of the seemingly insurmountable which only some extraordinary psychological influence can explain. He has seen with his own eyes vast deeds done as it were in the twinkling of an eye. He came here perhaps a provincial—he has become cosmopolitan as no New Yorker or Londoner ever was. He gazes on both vast oceans often in the same day, and world geography to him is condensed into a single cell of his brain. He has met here every type and character of mankind—not only of his own land and race, but of all lands and races. The "Yankee" and the "Rebel", the Dakota Swede and the East Side Italian have met, mingled, and intermarried. Here the swathy Hindoo and the slant-eyed Celestial have come, as did the

wise men of old, to see the wonderful thing that has come to pass. Almost no race or nation of earth has been unrepresented. The children learned ethnology without being able to spell the word. Army officers forgot to demand the salute, marines built roads and bridges, soldiers cleared the jungle. The melting pot glowed with the fervent heat of high resolve and the gold came out shining like the rays of the morning sun.

Monsieur Beneau-Varilla may not have been idly complimentary when he told the canal workers—paraphrasing Napoleon to the army of Italy:

“Some day when you are in your far away homes, your wives, your sweethearts, your neighbors will say to you: ‘There goes a man that belonged to the army that built the Panama Canal.’”

They are not much given to the mercurial expression of sentiment as are the lively Gauls, these rough and ready men who came from the north to open the great southern trail, but those who watch them see what the poets and historians of future ages will love to dwell upon many a romantic page. They see how the great work of their hands has made them into men whose like on earth is hardly to be found elsewhere; how they have fought the greatest battle of peace to a finish and stand now wondering somewhat how they did it, and looking at their white-haired commander with a somewhat puzzled air, as if to say: “Colonel, can’t you get something bigger for us to do before you die?” And the old man turns his eyes sadly out across the ten thousand miles of heaving water and his soul swells as he thinks that Columbus and Balboa and Humbolt and Washington saw it in their mind’s eyes centuries ago, but God gave him and his little brigade the doing of it, and his old white head may bend lower over his desk, but we know that somewhere beyond the sky the voices of God’s great dead are saying “Well done!”—From *The Star and Herald*, of Panama.

THE WOMEN WHO MADE THE CANAL.

By S. P. VERNER.

Some of "the men the Canal has made" have received thanks and promotions from Congress and the president and the Star and Herald has written an editorial about all of them. So they are not quite forgotten or unappreciated. But what about THE WOMEN WHO MADE THE CANAL?

No Congress or president has yet mentioned any of them—with one exception, and her husband had to be a member of the Canal Commission and to die at the right time in order for her to be mentioned in the Congressional Record. She deserves every bit of it, that noble and gracious lady whom South Carolina sent to garland with orchids and to adorn with her presence the home of Col. Gaillard, but she was only one of an immortal number whose labors of life and of love on the Isthmus of Panama made this dark and bloody ground the light and the glory of the earth.

Yes, what of them?

That same Dr. Mason wrote a book about "The Place of Woman in Human Culture," using the word culture in its scientific, not its social, sense. He showed how woman had either been the direct cause or the inspiration of most of human achievement.

History shows it abundantly. The Grecian Helen caused the destruction of Troy, which forced Aeneas to go to Italy to found Rome. Caesar's defiance of Sulla when ordered to put away his young wife led ultimately to a change in the Roman constitution and altered the map and the history of Europe. In the Hebrew story, it was woman who was the wife of the Fall, but the mother of Redemption. Examples might be multiplied, but this is no historical essay—it is a vindication of the fact that the women made the Canal.

Oh, yes, they did it. It is true that it might conceivably have been without them—just as it might without the West Indians or the steam shovel or the Colonel. But the fact is that they all did it, and facts are stubborn things.

Those who know how they did it will never argue the question. Perhaps a few bachelors or grass widowers who never knew how they did it may try to discuss it, but they might as well argue with Cucuracha in motion.

They nursed it. Colonel Gorgas knew what they could do in this way, for he married a trained nurse before he went to Havana and he brought her to Panama—and many another after her; all of them nursed the blue-shirters, many married them.

They fed it. The “army that fights on its stomach,” as Bonaparte said, might have done well on the I. C. C. hotel fare, but they did infinitely better at the tables of the Canal Zone homes.

They taught it. The men had children and they were happy if they could see their children at morn and eve and the children had to be educated and women taught them until many of the men married many of them and put them to even better use.

They took part in it. Not a large number, perhaps, but enough women have the Roosevelt medal to make him proud that his face is on it.

They cheered it. That they did! The dances, the parties, in the churches and at the ball games they made the land look like it was really inhabited. They made the Panama railroad trains look like home. They sang, they played, and even if they only sat and were looked at they looked good to the beholder, and they cheered his life along as he “swung the cranes around and went on to deeper ground.”

And then they made it home. Ah, there's the point. The government might have built barracks of silver and floored them with gold; it might have put on its hotel tables the vintages of fair champaign and the pates of old Strassburgh—but no woman, no home, for God made it so from the beginning of creation, and ordained it to the end of time.

So it came to pass that what was man's job became woman's achievement. The pity of it has been that so far no literary genius has arisen adequate to tell the story. For while history has dealt preponderatingly with men, it has been the privilege of romance to tell the truth about women. But some day there will rise one who shall tell the story of how they braved the terrors of the ocean, scouted the evil reputation of the land, faced the mosquitoes, bearded the jungle, nursed the sick and buried their dead with an unfaltering spirit whose heroism no pen can describe. Whether ruling in regal beauty over the drawing room or making music at the sewing machine, whether coming from homes long the centers of wealth and culture or from the fight with social disadvantage in the ranks of the toilers, they made a sisterhood in which one bond was common to them all. The men came for money, for adventure, for fame or in sheer wanderlust—the women came for love—and in that they found what one said nigh 2,000 years ago was the "Fulfillment of the law," the "greatest of all." And when they went to where, under the canopy of the bright tropic sky and beneath the evergreen sod they laid away their loved ones to rest—it was oftenest, perhaps, a babe cradled on the canal and lisping little notes where strange birds sang and unknown flowers bloomed—what tears they shed were the seed of a new life in the soil of this land long cursed with strife and sodden with grief. They were not shed in vain, for as the story sooner or later strikes far and wide in the knowledge of mankind, it will do its destined part in the redemption of the lost lands and peoples of the earth. The seed was sown in sorrow, but it will ripen into everlasting joy.

Cecil Rhodes was a hater of decent women. He tried to found a South African empire without them and made war on the marrying Boers. For a time he beat them, but Botha ultimately took Rhodes' place as the great man of South Africa and the Boers ruled there and but for their loyal devotion now,

that rich land with its hundred million of gold per year would ere this be in the German empire.

Colonel Goethals was wiser than Rhodes. He loved one woman and esteemed all other good women and made the Canal a place for them. He builded better than he knew. For after all, the canal is only a thing of concrete and steel, a hole in the ground and a pond of water; but the men and women are human flesh and blood, whose example will inspire the after ages even if the canal becomes naught but a picturesque ruin. They are those who gave to a mere idea the solid substance of a thing created and they will inspire the creative genius of mankind in every land and age while memory endures or tradition lives; while among all these human forces here there has stood forth pre-eminent for good the sweet presence, the ennobling influence, the inspiring voice of her to whom history can never do full justice and of whom it may be said:

"Earth hath not her equal!!"—From the Star and Herald of Panama.

HISTORIC PANAMA CANAL HOSPITAL WARDS RAZED FOR NEW BUILDINGS.

The Historic Ancon Hospital Wards established during the French regime on the Panama Canal have now been almost entirely razed by the American forces on the Canal to make way for the new hospital buildings of reinforced concrete type as contemplated by the present building program of the officials of the Panama Canal.

Several of these wards have already been dismantled. Two of the most historic of such wards in American associations are numbers thirteen and fourteen, formerly numbers eleven and twelve, which in early days of American occupation on the Isthmus during the years 1904 and 1905 were used for yellow fever patients. Number twelve for some time was exclusively so used and was equipped with closely screened cages within which were confined and cared for those upon whom the ravages of the disease had already laid hold. These "cages" were absolutely mosquito proof and were so made that in case any insects did manage to enter the screened ward they could not secure access to the yellow-fever infected persons.

Wards Nos. 11 and 12 in the "old days" will long linger in the memories of most all of the Canal workers of the early years of American construction and will never be forgotten by many who suffered within their walls all the ravages of yellow fever and recovered—as did many. It was also general practice to observe in such days "safety first" and all suspected of yellow fever were so "caged" until suspicions were entirely removed. Therefore, those confined within such cages during the years 1904 to 1906 included many who have now scattered to all parts of the globe, and quite a number who still

remain on the Isthmus in the employ of the Panama Canal and are interested spectators of razing of buildings that for them have acquired a more or less sentimental value in Canal associations.

Parts of the Ancon Hospital were started in 1883. During the days of the first French company it was operated under contract, at a usual charge of five francs per patient per day which prohibited treatment of other than whites on account of expense. This company failed in 1889, but left a complete record of the hospital showing that deaths for such period were more than 5,000 in the hospital of which about 1,200 were from yellow fever.

During the regime of the second French company which soon renewed Canal operations, Ancon Hospital was under the charge of the SISTERS OF CHARITY who also cared for patients sent in at a fixed charge. When the Americans assumed possession on May 4, 1904, the Sisters were allowed to remain for a short time when they were given their passage by the American government to any point they elected to go. A large number went to South America while others returned to France.

Sister Bezard, who was Mother Superior at Ancon with the French Canal company after 1899 and until American occupation, is now Mother Superior of La Familia Orphanage in Panama City, and has many interesting notes and anecdotes of French and American operations in connection with the care of the sick and ailing; and was interviewed by President Taft when on Isthmus in 1905. She has never forgiven the Americans for destruction of all hospital records when such were secured on transfer to General Davis and Col. Lagarde. She has, however, and for sale the entire plans of the hospital grounds from earliest occupation by the French, and the buildings with their seventy-odd pavilions.

The French hospital gave free treatment to employees in same manner as has the Isthmian Canal Commission. The Strangers' Ward or Foreign Wards which with a separate drug

store and chapel occupied the buildings used by the Americans for nurses quarters, were reserved for pay patients entirely. But little charity work was undertaken except among children and for these an orphanage and pay school was conducted by the Sisters, and maintained almost entirely by sale of sewing and of flowers, fruits and vegetables from the hospital grounds.

Father Quijano, for many years chaplain with the American forces at Ancon Hospital, spent the year of 1885 on the Isthmus, but states that he remembers very little in detail of conditions at that time.

When transfer to the American force was made, wards 11 and 12 subsequently used for yellow fever patients, constituted housing of orphan asylum. But one ward of the Old French Hospital (Ancon) was then in use. An immediate outlay of \$50,000 was authorized which placed many of wards in shape for use. From time to time since such expenditure additional buildings were added and others were altered and repaired, and considerable amounts expended for improvement of the grounds and roads or streets. To Americans on the Isthmus the Ancon Hospital site with its cocoanut palms and location on Ancon Hill with commanding view has always been one of the most beautiful spots on the Isthmus.

Many fond memories and recollections of pleasant associations formed during periods of convalescence in hospital wards are held by many former and present Canal employees. But for the hospital as received from the French, there are many who believe the Canal would have been long delayed on account of difficulties of securing material and constructing such buildings in the early days of American work on the Isthmus, and without which it would have been more difficult to secure and retain a working force.

But sentiment blocks but little the onward march of progress. The present historic buildings give way to more modern, more sanitary and better equipped ones as proposed in present building plans now under way and nearing completion. Yet

the old wards of Ancon Hospital will long linger as memory pictures in the minds of Canal Workers past and present and by most of them at least be given a deserving and enduring niche in their Canal Hall of Fame.

Note:—For considerable of the data from which the above is prepared the editor acknowledges his indebtedness to the Misses Mackereth and Houle of the Ancon Hospital staff.

"PREPAREDNESS."

(Other and Perhaps More Necessary Than Military.)

BY F. H. SHEIBBEY.

The cry of "Preparedness" which has been rolling over our country like a huge tidal wave and absorbing the attention of all classes by reason of the great European war reminds me of something a little nearer home. It is the same question of preparedness which confronted the United States in connection with the construction of the Panama Canal. Owing to the importance which is being attached in these martial days to the necessity of being properly prepared to meet the attack of a foreign foe it might not be amiss to refer to some of the disadvantages and handicaps which attended the early days of canal construction through lack of preparation. I was here in those days, and in fact years preceding the occupation of what is known as the Canal Zone by the Americans, so do not speak from hearsay or books, but first-hand knowledge gained by my connection with one of the large steamship companies operating in these waters. This story will, therefore, have to do with the first two years of canal work—1904 and 1905—in many respects the most interesting of the entire construction period. To speak precisely, the Americans took possession, rolled up their sleeves, and started work in May, 1904, as everyone knows that knows anything at all about our Canal, although Major Brooke and Harry D. Reed, the latter the some time Executive Secretary of the Isthmian Canal Commission, were down here during the year 1903 for account of the American Government, keeping track of the amount of work done by the French during that time so that the value thereof might be taken into consideration in

connection with the proposed selling price for the French rights and equipment in the event of the possibility of a sale materializing; this hinging upon the ratification of the Hay-Herran treaty. It was Major Brooke who received from the French the keys to the old Administration building in the City of Panama on May 4, 1904.

When the canal diggers first came down they appeared to be imbued with but one idea, and that was to "make the dirt fly", a popular phrase then in the United States. That was the slogan, the battle cry. They then felt that they had to make good on that, so they proceeded to "make the dirt fly", to speak figuratively, but it didn't fly for long. The results of undertaking such a colossal work without first preparing the way for same soon became apparent. There was no end of confusion. The one branch that suffered most was the Panama railroad. Prior to the advent of canal work by our people this railroad only had sufficient rolling stock to take care of its commercial business and even then it was often hard pushed for cars during the coffee season, its busiest time. Imagine the result when the additional business incident to canal construction was placed upon it. The railroad had made no preparation to meet this increased business. Its little twelve-ton box-cars could not begin to take care of the canal material in the shape of stores and equipment which soon started to pour in from the States. To make matters worse, it was not possible to always store or deliver canal material at once, and so the cars were tied up with it longer than would otherwise have been the case. The wharfage facilities were also inadequate. Outside of the American wharf in Panama, at the Pacific end they only had the one steel pier, the one built by the French during the years 1896-98 at what was then known as La Boca. It, of course, could not meet the increased demands made upon it, with the result that steamers had frequently to discharge to and load from lighters, and also much time was lost waiting for a berth at the pier. Furthermore, the pier at that time was too narrow, had only one

track, and, consequently, the greatest care had to be exercised in arranging the cargo checking and trucking system in order to avoid a mix-up in the transfer of cargo. As it was, with all the care taken, cargo would slip by the checkers, get into some car unchecked, and afterwards be loaded aboard a ship for which it was not intended. For instance, a bale of goods for Central America instead of being put aboard a Pacific mail steamer would, through some mistake, get aboard a Pacific steam navigation steamer and be taken south. I remember some cases of gunpowder destined for San Francisco ex some Atlantic steamer. The mistake was made in Colon in not shipping them over the road properly. They came as ordinary cargo. Another mistake was made in the Pacific mail office by the clerk who made up the check book in not calling special attention to the powder when entering it in the book. As the result of these mistakes, when they were loaded at the American wharf to launches the check clerks on the wharf did not appreciate what was passing by them, and, consequently, the cases got in the hold of the steamer Newport, a passenger steamer, loaded promiscuously along with other cargo. This was ascertained from the shipping documents and check books after a part of the ship's cargo was aboard. There was nothing to do then but to send empty launches alongside the ship and discharge the cargo already aboard in an effort to locate the gun-powder and place it where it belonged—in the ship's magazine. The ship, of course, could not sail with the gunpowder in her hold as that, at least, would vitiate the insurance.

Things kept going from bad to worse. The railroad with its single track, 12-ton box-cars, and inadequate wharfage facilities, could not stand the pressure brought to bear upon it by the increased canal business, and it gradually got so badly choked during the year 1905 that it was on the verge of paralization insofar as the commercial business was concerned. The inability of the railroad to properly take care of the commercial business in turn crippled to a certain extent

the steamship companies operating steamers to the Isthmus. Shipments would get badly mixed and tangled up while in transit across the Isthmus, and in consequence a great many packages were lost, which created great dissatisfaction among consignees on the coast. I remember one occasion when four cars of Mexican cargo were lost on the Isthmus. This cargo was ordered forward by the Pacific carrier and, manifested, and at the last moment it was ascertained that the cars in which it was loaded could not be located, and so the connection was lost. It would seem funny to a railroad man for cars to get lost on a line of railroad only 49 miles in length!

The pile of short-shipped cargo at the Pacific end kept getting bigger all the time. This was by reason of the fact that this short-shipped stuff for one cause and another (some mix up), could not be sent forward in the regular way on short-shipped papers. It was a real "sancocho" as they say in Spanish. Finally, as the only solution, the whole pile was loaded aboard the different steamers and sent to the coast, the steamship companies instructing their agents on the coast to endeavor to fill shorts from previous shipments with same, the packages being turned over to them without papers.

To make a long story short, the congestion of traffic got so bad that the latter part of 1905 the Pacific Mail Steamship Co. lodged a complaint at Washington against the Panama Railroad Co., and the matter came on for hearing before a congressional committee when the grievances of the mail company were fully aired. The proceedings were published in book form.

At just about this time many improvements were gotten under way on the railroad, and in 1906 the road was double-tracked almost its entire length, and modern rolling stock, sufficient to meet the traffic demands, placed on the road. Some of their little old twelve-ton box-cars are still to be seen serving as living quarters with the familiar I. & C. lettering on them.

At the same time that the railroad was laboring under

great difficulties by reason of the increased traffic pressure the work in the famous Culebra cut was greatly hampered through lack of proper preparation for the excavation and removal of the dirt. As a matter of fact, conditions in the cut were so bad that Chief Engineer Stevens, when he came down in 1905 to relieve Chief Engineer Wallace who had resigned, suspended all excavation operations in the cut with the exception of a few shovels, necessary for the excavation of the different levels, and entered upon preparatory work on an extensive scale. There was only one way, he said, to make the dirt fly, and that was first to prepare; to get the necessary levels, proper road bed, rails that would support the locomotives and other equipment, and erect sufficient buildings for housing the employes, which were sadly lacking at the time. Prior to that time the dirt had been doing anything else but fly.

This is merely written with the object of showing what preparation means for any great undertaking, be it war or the carrying to completion of some colossal work such as the Panama Canal. There are eminent engineers who said that we should have started with two years of preparatory work exclusively before entering upon the task of excavation.

Ancon, Canal Zone, December, 1916.

ISTHMIAN DYNASTIES.

The "Men Higher Up" in Panama Canal Construction.

CHAIRMAN, ISTHMIAN CANAL COMMISSION:

Rear-Admiral John G. Walker, U. S. N., appointed March 8, 1904.

Theodore P. Shonts, April 1, 1905, to March 4, 1907.

CHIEF ENGINEER:

John F. Wallace, appointed May 5, 1904, arrived on Isthmus and assumed duties June 29, 1904, resigned June 28, 1905.

John F. Stevens, June 30, 1905, to March 31, 1907.

ACTING CHIEF ENGINEER:

Major W. M. Black, U. S. A., in charge from March 22, 1904, to June 28, 1904.

W. J. Karner, October, 1904, during absence of Chief Engineer.

W. E. Dauchy, June 12, 1905, during absence of John F. Wallace.

J. G. Sullivan, December 11, 1905, during absence of John F. Stevens.

J. G. Sullivan, May 18, 1906, during absence of John F. Stevens.

F. B. Maltby, December 3, 1906, to February 4, 1907, during absence of John F. Stevens.

CHAIRMAN AND CHIEF ENGINEER:

John F. Stevens, appointed March 4, 1907; resigned March 31.

Lt. Col. Geo. W. Goethals, April 1, 1907, to March 31, 1914.

ACTING CHAIRMAN AND CHIEF ENGINEER:

Lieut. Col. H. F. Hodges, effective September 22, 1908, during absence of Chairman and Chief Engineer on leave.

Major D. D. Gaillard, effective December 10, 1908, during the absence of the Chairman and Chief Engineer.

Lieut. Col. H. F. Hodges, effective February 7, 1909, during absence of Chairman and Chief Engineer.

Lieut. Col. H. F. Hodges, effective August 31, 1909, during absence of Chairman and Chief Engineer.

Lieut. Col. H. F. Hodges, effective May 10, 1910, during absence of Chairman and Chief Engineer.

Lieut. Col. H. F. Hodges, effective September 29, 1910, during absence of Chairman and Chief Engineer.

H. H. Rousseau, effective January 29, 1911, to February 2, 1911, during absence of Chairman and Chief Engineer.

Lieut. Col. H. F. Hodges, effective February 3, 1911, during the absence of the Chairman and Chief Engineer.

Lieut. Col. H. F. Hodges, effective February 3, 1911, during the absence of Chairman and Chief Engineer.

Lieut. Col. H. F. Hodges, effective January 29, 1912, during absence of Chairman and Chief Engineer.

Lieut. Col. H. F. Hodges, effective May 28, 1912, during absence of Chairman and Chief Engineer.

H. H. Rousseau, effective December 27, 1912, to January 20, 1913, during absence of Chairman and Chief Engineer.

H. F. Hodges, effective January 21, 1913, during absence of the Chairman and Chief Engineer.

H. F. Hodges, effective June 3, 1913, during absence of the Chairman and Chief Engineer.

H. F. Hodges, effective February 12, 1914, during absence of the Chairman and Chief Engineer.

GOVERNOR OF THE CANAL ZONE (in charge of Department of Government and Sanitation):

Major-General Geo. W. Davis, retired, appointed May 9, 1904, arrived on Isthmus and entered on duties May 17, 1904; relieved May 9, 1905.

Charles E. Magoon, arrived and took up duties of position May 25, 1905; left service September 25, 1906.

ACTING GOVERNOR OF THE CANAL ZONE (in charge of Department of Government and Sanitation):

Col. Wm. C. Gorgas, from May 9, 1905, to May 24, 1905.

H. D. Reed, from January 21, 1906, to April 10, 1906.

H. D. Reed, from September 26, 1906, to November 16, 1906.

HEAD OF DEPARTMENT OF LAW AND GOVERNMENT; KNOWN AS DEPARTMENT OF CIVIL ADMINISTRATION AFTER JANUARY 6, 1908:

Richard Ried Rogers, November 17, 1906, to March 31, 1907.

Joseph C. S. Blackburn, appointed April 1, 1907, entered on duties May 9, 1907, resigned effective December 4, 1909.

Maurice H. Thatcher, April 12, 1910, to August 8, 1913.

Richard L. Metcalf, August 9, 1913, to March 31, 1914.

ACTING HEAD OF DEPARTMENT OF LAW AND GOVERNMENT; KNOWN AS DEPARTMENT OF CIVIL ADMINISTRATION AFTER JANUARY 6, 1908:

H. D. Reed, November 26, 1906, to May 8, 1907.

H. H. Rousseau, effective December 10, 1907, during absence of Jos. C. S. Blackburn on leave.

Lieut. Col. George W. Goethals, effective November 25, 1907, during the absence on leave Jos. C. S. Blackburn.

H. H. Rousseau, effective October 10, 1909, during absence of Jo. C. S. Blackburn on leave and to appointment of M. H. Thatcher.

H. H. Rousseau, effective May 25, 1911, during absence of M. H. Thatcher on leave.

H. H. Rousseau, effective May 28, 1912, during absence of M. H. Thatcher on leave.

H. F. Hodges, effective June 14, 1913, during absence of M. H. Thatcher on leave.

Geo. W. Goethals, effective July 2, 1913, during absence of M. H. Thatcher on leave.

GOVERNOR OF THE PANAMA CANAL:

Col. George W. Goethals, appointed April 1, 1914.

Lieut. Col. Chester Harding, nomination sent to Senate January 3, 1917; appointment confirmed by Senate January 9, 1917.

ACTING GOVERNOR OF THE PANAMA CANAL:

Col. H. F. Hodges, effective December 17, 1914, during absence of the Governor on leave, and until relieved from duty with the Panama Canal (January 1, 1915).

Lieut. Col. Chester Harding, effective January 2, 1915, during the absence of the Governor.

Lieut. Col. J. J. Morrow, effective January 24, 1915, during absence of Governor and Engineer of Maintenance.

Lieut. Col. Chester Harding, nomination sent to Senate January 3, 1917; of the Governor.

Lieut. Col. Chester Harding, effective August 2, 1915, during the absence of the Governor.

Lieut. Col. Chester Harding, effective May 25, 1916, during the absence of the Governor.

Lieut. Col. Chester Harding, effective September 20, 1916, during absence of the Governor on leave.

Lieut. Col. Jay J. Morrow, effective December 11, 1916, during the absence of the Governor and the Engineer of Maintenance.

PANAMA CANAL AND WORLD FRIENDSHIP.

BY. H. LA FONTAINE,

Senator of Belgium.

Professor of International Law.

Recipient of the Nobel Peace Prize.

A European scheme, an American achievement! How much more impressing, if it would have been an international scheme and a world achievement! As it is, with its locks and its forts, it may become and certainly is, in the mind of worshippers of might and war, the Dardanelles and the Bosphorus of the Western Hemisphere.

May never its doors be battered by submarine torpedoes and may its guns remain silent! May never human blood redden the stones of its sluices! May the humming birds and the butterflies on its borders never be frightened by the thunder of bursting shells!

I dream of goodwill, of open hands and of open hearts. Others dream of preparedness, of hatred and slaughter. America dreams also; she dreams to be the peacemaker and the mediator in this world where war is maddening rulers and peoples and hurling them in a vortex of unheard-of crimes. She will make perhaps some suggestions and talk of freedom of the seas and of freedom of the rivers, of open straits and of open canals.

Is there not some inconsistency in having the Panama Canal, unlike the Suez Canal, bristling with the most up-to-date implements of murder and to speak of peace to others when you are preparing for war, not against a given foe, but against all the nations alike? I see already ironical

smiles appear on the lips of the diplomats in the foreign offices of the world.

What a lesson, splendid and striking, of highest morality and farsightedness, if America would propound the internationalization of the Panama Canal, despoiled of its strongholds and offer to all the States, small and powerful, to share with her the cost and management of this highway between the seas and to own together, for the centuries to come, the key of this majestic portal linking, across the new world, the Old World and the Oldest World.

An individual thought, weak as a winged seed in the grip of storms, may it land somewhere in the soul of men!

THE PANAMA CANAL—ASSET OR LIABILITY?

BY DR. DAVID STARR JORDAN.

The people of the United States understood that the Panama Canal was built to help along the commerce of the world, our own with the rest, but in no sense exclusively. It was agreed that all traders should be treated alike and that no "America first" privileges or rebates would be granted to American operators to the prejudice of others.

If the question had been raised, the American people would no doubt have thrown the Canal open free to all the world. This would have at once ended the question of asset or liability. It would have been financially a liability only, but in the long run an asset in promoting the good will of nations, a matter infinitely more important than commercial expansion, and without which commercial expansion is of itself a liability. The protection by warships of the commerce of Europe during the "Dry War" prevailing in the years before 1914 cost Europe many times the aggregate profit on all overseas trade. As compared with the cost of military defense an open and free canal would be relatively an asset.

In any event it may be many years before the tolls or traffic through the canal will pay for its cost. The American people are not worried over this. It is a great work, a noble work, a work compelled by our duty to humanity, and whether it pays in money all it cost or any part of it, is a secondary matter. Every week of war costs Europe more than the price of the canal, and war has nothing to show for the expenditure. Only International Peace can yield returns.

This raises the question of military values. Clearly to fortify the canal involves great additional expense. Probably a canal absolutely free would be a better investment, and for

all that anyone on earth knows it would be just as well defended if it were both unprotected and freed. The most dangerous fortification is that built on selfishness. A statesman would think twice before venturing to seize a free gift of any artery of world commerce. But those men in all lands who think of military force as a legitimate argument in politics and in trade will doubtless continue to consider the Canal as an asset in war. When this point of view is emphasized it turns our steps towards war. To those to whom blood appears as an argument in politics or business, it is always the first argument.

In the Canal as a "military asset" the body of the American people have little interest. Moreover, they feel that they have not been treated quite fairly in this matter.

Before the Canal was built Admiral Mahan and his followers (to whom the sea exists mainly as a theater for sea fights) used to tell us that the Canal, once built, would greatly reduce our naval expenses. War ships could then freely move from one ocean to the other if we were threatened on either side. When the Canal was finished the same authorities explained to us that we should require a navy about three times as large as before, for besides the defense of both coasts the Canal must also be defended. In itself it was declared to be "the weakest link in our chain of defense", and hence to be especially guarded.

And now, when "sea power" is obviously one of the rocks on which civilization seems likely to founder, we are told by authority still higher than Admiral Mahan, that this three-fold navy, fitted to defend a free people from imaginary enemies, must be second in striking ability to nothing else on earth.

This may indeed be true, but if so, it takes away all our pride in the Great Canal as a contribution of our Republic to world-civilization.

But we are not forced to this extreme of discouragement. The Canal is actually a monument of patient, intelligent ef-

fort. It is a piece of altruistic constructive work. It has been finished and will be maintained in no spirit of hatred, suspicion or antagonism towards any nation whose people may need to use it. The Canal is an Asset of Good Will, with only the remotest liability that it may sometime be perverted to the service of war.

Stanford University, California, November, 1916.

WHAT THE CANAL MEANS.

BY JOHN BARRETT.

What does the Panama Canal mean? What does it mean to the United States, to Latin America, to Europe, to Asia, to Australia, and to all of the world?

These are questions which every man interested in the progress of the world cannot fail to turn over constantly in his mind.

No other great engineering undertaking in the history of the human race, not even the construction of the Suez Canal, the building of the transcontinental railways of North America, the construction of the great wall of China, has had any such effect on the power, prestige, commerce and opportunity of one or of a group of nations as will have the Panama Canal.

For the United States and its twenty sister American Republics the formal opening of the Canal will be the solemn inauguration of a great new Pan American era of commerce, friendship, and peace. In separating North from South America with a water channel it will draw them closer together in ties of better acquaintance and larger trade.

While it will bring a quickening influence to every state and part of the United States, its most immediate benefits will be first felt upon the Atlantic Gulf, and Pacific seaboard. Gradually the interior, especially the commercial, industrial, manufacturing, and exporting sections and later the agricultural districts, will gain both direct and indirect advantages, until the whole land realizes that a new world commercial route is in operation. Too great changes or effects, however, must not be expected to come all at once. The real and lasting benefits to the trade and commerce of the United States will

come only through the process of years and the adaptation of the business interests, not only of the United States but of foreign countries, to the new conditions of the Canal. There is probability that much disappointment will be experienced in many seaports of the United States that their docks and wharves are not immediately crowded with shipping after the Canal is opened. It must be remembered that water routes, though freer and less restricted than rail routes, require fleets of mercantile vessels, much capital, and large actual exchange of commodities to develop them on a big scale.

Just as a new railroad built through a sparsely settled country between two cities does not begin to do the business at first which comes to it later on through the construction of feeders, the filling up of the country, and the growth of its terminal points, so the Panama Canal, through the extension of old steamship lines, the putting on of new lines and tramp vessels, and the building up of the countries reached by them, will increase its commerce and its shipping with eventual individual benefits to each port within the limit of its influence.

Probably the greatest good to the United States from the Canal will result from the cheap, short, and quick route of water communication between its Atlantic, Gulf, and Pacific seaboards. The exchange through the Canal of trade and commodities between the Atlantic and Gulf states and ports on the one hand, and the Pacific states and ports on the other, should grow rapidly in quantity, volume, and value. This development should not and probably will not injure permanently the business of the transcontinental railways. On the contrary, it will so increase the prosperity, population, and business of the coast and adjacent interior states that it will develop the local trade of the railways and that class of through business which will not be handled by slow-going vessels.

Some simple contrasts in distances between the Panama Canal and the Straits of Magellan will show at a glance what

the Panama Canal means in the relations of the Atlantic, Gulf, and Pacific seaboards of the United States. By Magellan, the distance from New York to San Francisco is 13,135 miles; by Panama, 5,262 miles, a saving of 7,873 miles, or more than twice the distance across the Atlantic ocean. From New Orleans to San Francisco, by way of Magellan, is 13,551 miles; by way of Panama, 4,683 miles, a saving of 8,868 miles, or practically a month's steaming of vessels averaging 12 knots an hour. Such figures need no further argument than themselves to illustrate the real significance and meaning of the Canal.

While the shortening of the distance between the domestic ports of the United States is, perhaps, the most remarkable and important fact, the saving effected between the ports of the United States and others beyond its shores upon the Pacific is almost equally significant and impressive. A steamship bound from New York to Honolulu, using the Panama Canal in preference to the Magellan route, will save 6,610 miles; from New York to Wellington, New Zealand, 2,493 miles; to Melbourne, Australia, 2,770 miles; and to Yokahama, Japan, 3,768 miles. All these distances give also a large advantage to the Panama Canal over the Suez Canal route, but there is practically no choice in actual distance between the Panama and Suez routes in the steaming distances from New York to Hong Kong, China, and Manila, the capital of the Philippines.

**COMPARATIVE DISTANCES (IN NAUTICAL MILES) IN
THE WORLD'S SEA TRAFFIC AND DIFFERENCE
IN DISTANCES VIA PANAMA CANAL AND OTHER
PRINCIPAL ROUTES.**

| | | From | | | | | |
|---------------|---------------|--------------|----------------|----------------|--------------|--------------|-------|
| TO | VIA | New York | New Orleans | Liver- pool | Ham- burg | Suez | Pa'ma |
| Seattle | Magellan | 13,953 | 14,369 | 14,320 | 14,701 | 15,397 | |
| | Panama | 6,080 | 5,501 | 8,654 | 9,173 | 10,447 | 4,063 |
| Differ | ence | 7,873 | 8,868 | 5,666 | 5,528 | 4,950 | |
| San Francisco | Magellan | 13,135 | 13,551 | 13,502 | 13,883 | 14,579 | |
| | Panama | 5,262 | 4,683 | 7,836 | 8,355 | 9,629 | 3,245 |
| Differ | ence | 7,873 | 8,868 | 5,666 | 5,528 | 4,950 | |
| Honolulu | Magellan | 13,312 | 13,728 | 13,679 | 14,060 | 14,756 | |
| | Panama | 6,702 | 6,123 | 9,276 | 9,795 | 11,069 | 4,685 |
| Differ | ence | 6,610 | 7,605 | 4,403 | 4,265 | 3,687 | |
| Guayaquil | Magellan | 10,215 | 10,631 | 10,582 | 10,963 | 11,659 | |
| | Panama | 2,810 | 2,231 | 5,381 | 5,903 | 9,192 | 793 |
| Differ | ence | 7,405 | 8,400 | 5,198 | 5,060 | 2,467 | |
| Callao | Magellan | 9,613 | 10,029 | 9,980 | 10,361 | 11,057 | |
| | Panama | 3,363 | 2,784 | 5,937 | 6,456 | 7,730 | 1,346 |
| Differ | ence | 6,250 | 7,245 | 4,043 | 3,905 | 3,327 | |
| Valparaiso | Magellan | 8,380 | 8,796 | 8,747 | 9,128 | 9,824 | |
| | Panama | 4,633 | 4,054 | 7,207 | 7,726 | 9,000 | 2,616 |
| Differ | ence | 3,747 | 4,742 | 1,540 | 1,402 | 824 | |
| Wellington | Magellan | 11,344 | 11,760 | | 13,353 | 9,694 | |
| | Suez | | | 12,989 | | | |
| | Panama | 8,857 | 8,272 | 11,425 | 11,944 | 9,205 | 6,834 |
| Differ | ence | 2,493 | 3,488 | 1,564 | 1,409 | 489 | |
| Melbourne | Cape G'd Hope | 13,162 | 14,095 | | 11,845 | 8,186 | |
| | Suez | | | 11,654 | | | |
| | Panama | 10,392 | 9,813 | 12,966 | 13,452 | 10,713 | 8,342 |
| Differ | ence | 2,770 | 4,282 | 1,312 | 1,607 | 2,527 | |
| Manila | Suez | 11,589 | 12,943 | 9,701 | 9,892 | 6,233 | |
| | Panama | 11,548 | 10,969 | 14,122 | 14,608 | 11,869 | 9,370 |
| Differ | ence | 41 | 1,974 | 4,421 | 4,716 | 5,636 | |
| Hongkong | Suez | 11,673 | 13,031 | 9,785 | 9,976 | 6,317 | |
| | Panama | 11,691 | 11,112 | 13,957 | 14,443 | 11,704 | 9,173 |
| Differ | ence | 18 | 1,919 | 4,172 | 4,467 | 5,387 | |
| Yokohama | Suez | 13,566 | 14,924 | 11,678 | 11,869 | 8,210 | |
| | Panama | 9,798 | 9,219 | 12,372 | 13,858 | 11,119 | 7,660 |
| Differ | ence | 3,768 | 5,705 | 694 | 1,989 | 2,909 | |
| Panama | | 2,017 | 1,438 | 4,591 | 5,110 | 6,387 | |

THE GREAT LATIN AMERICAN PACIFIC COAST

In foreign trade and general opportunity of intercourse, acquaintance, and business, the Panama Canal means much

good to the United States if it will take advantage of this new route to vast southern fields of commerce, capital, and industry yet in the infancy of their development. I refer particularly to that resourceful, remarkable, and even fascinating Pacific coast line of Latin America which reaches by the wanderings of its seaboard for nearly 8,000 miles from the California-Mexican line southeast to Panama and then directly south to Cape Horn. These are 8,000 miles of a wonderland of potentialities. Such a description is no exaggeration if based on actual facts and the knowledge of persons who look beyond mere present conditions, and who, remembering the history of the development of other parts of the world, picture ahead perfectly reasonable possibilities.

I indulge in no foolish or ill-advised prophecy when I predict that the twelve Latin American countries or their western shores bordering on the Pacific ocean will experience in the decade following the opening of the Canal a development of commerce, agriculture, industry, timber, and mineral wealth, railway construction, harnessing of water-powers, population, cities, and towns which will astonish the world and rival the development of the Pacific coast and mountain states of the United States following the completion of the transcontinental railways. It is quite logical that the Panama Canal means as much in the long run to the Pacific coast of Mexico, Guatemala, Salvador, Honduras, Nicaragua, Costa Rica, and Panama in North America, and to Colombia, Ecuador, Peru, Bolivia, and Chili in South America as it does to the United States, either in part or in whole. In other words these countries will feel the quickening influence of the Canal even before and to a greater extent than will the United States because they will secure at once direct access by a short cut to the great buying and selling markets of the United States and Europe.

The saving of the Panama over the Magellan route for vessels running not only from New York, New Orleans, and neighboring ports but from England and northern Europe to

the principal ports of the west coast of South America is one of the best illustrations of the value and meaning of the Canal. The first northern important port of the Pacific coast of South America is Guayaquil in Ecuador. A steamship bound from New York to Guayaquil going through the Canal will be obliged to steam only 2,810 miles, instead of 10,215 miles via Magellan, a saving of 7,405 miles, or between twenty and thirty days, according to the power of the vessel. The steamship from New Orleans making this journey would save 8,400 miles; from Liverpool, 5,198 miles; and from Hamburg, 5,060 miles. Callao, the principal port of Peru and the next important port south of Guayaquil, via the Canal, is only 3,363 miles from New York, or equal to about the average distance across the Atlantic ocean from New York to England. By the Magellan route it is distant, 9,613 miles, so that the steamer going from New York to Callao via the Canal saves 6,250 miles. From New Orleans the distance saved is 7,245 miles; from Liverpool, 4,443 miles; and from Hamburg, 3,905 miles.

Valparaiso, the chief port of Chile, is generally considered the principal terminal point for steamships which go via the Canal to the west coast of South America. Through its harbor, not only is the large trade of Chile reached but to some extent that of the great Argentine Republic, whose capital, Buenos Aires, is connected with Valparaiso by rail. By the Canal, Valparaiso, which according to our old ideas seemed far away from New York, is only distant 4,633 miles via the Panama Canal. Although it is the nearest port of the west coast to the Straits of Magellan, it is 3,747 miles nearer New York via Panama than via Magellan. A vessel from New Orleans to Valparaiso saves via the Canal 4,742 miles; from Liverpool, 1,540 miles; and from Hamburg, 1,402 miles.

There are two facts not generally appreciated in the matter of distances. On account of the curvature of the earth's surface a vessel en route from Liverpool to the Panama Canal taking the great circle route can by only one extra

day's steaming, or a detour of between three and four hundred miles, include New York City as a port of call, enabling it to coal there or get additional cargo. Correspondingly, a vessel en route via Panama to Yokohama, or vice versa, by only a slight detour of less than two days' steaming can include San Diego, Los Angeles, or San Francisco as ports of call for both cargo and coal.

The critic who is skeptical about the future of western Latin America and the effect upon it of the Panama Canal should consider, for example, what these countries are doing without the Canal and what is their foreign commerce in their present isolated relation to the great commercial routes of the world.

Commerce is often described as the life-blood of nations. If this is true, these twelve too little known and appreciated Latin American countries bordering on the Pacific ocean are certainly full blooded and lusty. Last year without the Canal they conducted a foreign trade valued at the magnificent total of \$740,000,000. This, in turn, represents an increase of over 100 percent during the last fifteen years. If the foreign trade of these countries can reach this volume without the Canal, it should grow quickly and easily to \$1,500,000,000 within ten years after the Canal is opened. In this present commerce, with many advantages to Europe in the shipping which comes through the Straits of Magellan, the share of the United States is \$277,000,000 or 37 percent. After the Canal is completed and there are new short distances between the principal ports of these countries and those of the United States, I look to see the share of the United States grow quickly to 50 percent and even to 60 percent of their total commerce.

This situation, however, must not be viewed selfishly. The United States should want to see all of its Latin American sister republics prosper and grow just as fast as it prospers and grows. It should strive to provide a market for their exports as much as it expects them to develop a market for

its exports. The Panama Canal, therefore, should mean vast mutual benefit to all the American nations using it.

In view of the direct bearing on the meaning of the Panama Canal of the twelve Latin American countries bordering on the Pacific ocean, let us note some further interesting facts about them. They occupy a combined area of 2,500,000 square miles, which is only a little short of the total connected area of the United States. They have a present population of 37,000,000. Their Pacific seacoast extends approximately 8,000 miles.

In this review are omitted the eight other important Latin American countries—Argentina, Uruguay, Paraguay, Brazil, Venezuela, Cuba, the Dominican Republic, and Haiti. They have no Pacific seaboard but still each, directly or indirectly, will feel to a greater or lesser extent the quickening influence of the Panama Canal. Including these, all of the twenty Latin American countries occupy a total area of 9,200,000 square miles, or three times that of the United States proper, and they have a population approximately of 70,000,000. The foreign commerce last year of these twenty countries reached the magnificent total of approximately \$2,500,000,000, of which the share of the United States was about 30 per cent. This United States trade with all Latin America, following the opening of the Panama Canal, should rapidly grow to 50 per cent of the total, provided we always bear in mind the purchase of their products as well as the selling of our own.

The opening of the Panama Canal will mean that the Pacific coast of Latin America will want in increasing quantities our iron and steel manufactures; our steam and electric railway materials; our structural iron and steel; our sewing machines, typewriters, and cash registers; our cotton cloth; our wood and lumber; our flour, butter, cheese, and lard; our agricultural implements; boots and shoes; jewelry; furniture and hardware; drugs and medicines; automobiles; coal; illuminating and crude oils; news print paper; binder twine;

clothing; books and maps; and numerous other articles demanded by a developing country and population.

The Panama Canal means that we will have a new route to bring back from them in increasing quantities sugar, coffee, rubber, bananas, cocoanuts, cacao or chocolate, nitrate of soda, hides and skins, chinchilla, henequen, sisal, wool, Panama hats, ivory nuts used for buttons, tin, copper, quinine, tobacco leaf, honey, and jerked beef.

To fully understand the meaning of the Panama Canal in the relations of the United States to the countries of the west coast of South America, let us make some few comparisons as to area. The great state of Bolivia, which expects splendid results from the Panama Canal, could hold Germany, France, Italy, and Spain combined, or the states of California, Nevada, Utah, Idaho, Arizona, Oregon, and Washington. Into Chile, which has a coast line of 2,500 miles on the Pacific directly south from Panama, could be placed the state of Washington four times over or California and Montana combined. Peru, which is eagerly awaiting the opening of the Canal, is equal to the combined areas of France, Germany, and Austria, or those of Texas, Nevada, Utah, Arizona, and New Mexico. Into Ecuador could be put the larger part of Italy, or the greater portion of Missouri and Arkansas. Colombia, with a resourceful coast line of 400 miles directly south from Panama, has an area twice that of the German Empire. Into it could be placed Texas, Kansas, Arkansas and Louisiana.

Little Panama, chiefly known as the home of the Canal, could take care of both West Virginia and New Jersey. Mexico could hold in its borders Germany, France, and the British Islands, or the combined area of Texas, California, Nevada, New Mexico, and Arizona. Guatemala is equal to Kentucky and New Jersey; Honduras, to Pennsylvania and Rhode Island; Nicaragua, to Vermont, Maryland, New Hampshire, New Jersey, and Massachusetts; and Costa Rica, to Maryland, Massachusetts, and Delaware.

With the opening of the Panama Canal, there will be an influx to these countries of capital and population which, acting with the more ambitious and progressive element of population already there, must bring about a new era of greater prosperity and a larger trade which will benefit not only them but all the countries doing business with them.

Having myself, as United States minister to three Latin American capitals, and as executive officer of the Pan-American Union, carefully studied for many years the varied resources and potentialities of South America, and having made, in 1906, when I was United States minister to Colombia, a long overland journey through the Andean mountains, plateaus, and river valleys of Colombia and Ecuador, on the western coast of Latin America, I sincerely believe that the Panama Canal will initiate in all those countries a general movement which will have a most important bearing upon the commerce and civilization of all the world.

Considering the future of the Pacific coast of Latin America, there comes up the question of the character of the peoples controlling the policies and destinies of the countries bordering on it. From personal knowledge of them I must frankly state that I have great admiration for the quality of men who are in the forefront of the statesmanship of these governments. The highclass Chileans, Bolivians, Peruvians, Ecuadoreans, Colombians, Panamanians, Central Americans, and Mexicans are worthy of the fullest confidence and cooperation of the corresponding men of the United States. During, for example, my experience as United States minister to Colombia, I met not only in Bogota, its capital, but in the principal towns on the Pacific side of that country a remarkably large number of scholarly, able men, who are earnestly desirous of developing in Colombia ideal progress and stability of government. And certainly if there is any country in all Latin America entitled to get benefits from the Canal it is Colombia. While my official position prevents me from discussing in any way the difference between Colombia and the

United States over the Panama question, I do most sincerely hope that that issue may be soon and amicably settled in a way acceptable to this sister republic of South America.

In considering the meaning of the Canal, we must also go beyond our own Pacific coast and that of Latin America and consider the whole Pacific Ocean and the countries bordering upon it. According to the latest available figures, the annual ocean-carried foreign trade of Australia amounted approximately to \$672,000,000; of China, \$568,000,000; of Japan, \$461,000,000; of New Zealand, \$196,000,000; of British Columbia, \$33,000,000; of the Pacific coast of the United States, \$154,000,000; of the Philippines, \$76,000,000; of Hawaii, \$70,000,000; of Alaska, \$31,000,000. This makes a grand total of approximately \$2,250,000,000. If we add to that the \$750,000,000 of the twelve Latin American countries bordering on the Pacific Ocean, we have a Pan Pacific foreign sea-going trade of approximately \$3,000,000,000.

Think what it means, that the day the Canal is opened the whole Atlantic and Pacific seaboard of the United States and the great manufacturing and industrial central and eastern sections of the country will have, for the first time in the history of modern commerce, direct access to this vast volume of international business.

When we add to this fact, moreover, the consideration that the ports of Northern and Eastern Europe and Great Britain will, through the Canal, get more direct access than they have by the Suez Canal to a considerable portion of this trade and that, in turn, Australia, the Philippines, China, Japan, Hawaii, Alaska, British Columbia, and the Pacific coast of the United States will have a new and competitive route to the Atlantic and Gulf coast of the United States, to the Caribbean countries, to the Atlantic coast of South America, and to the Eastern and Northern coast of Europe, we will realize that the Panama Canal means, indeed, the making anew of the commercial map of the world.

This panorama or picture, not overdrawn, of the world's

commerce as affected by the Panama Canal, should inspire not only the Government and people of the United States but of all countries directly concerned to study minutely the meaning of the Panama Canal. As there is more danger, however, that the people of the United States, because of numerous other attractions and activities, will neglect, in comparison with competing countries, the study and development of the Pan American and the Pan Pacific field through the canal, it is highly necessary that there should be inaugurated at once throughout the United States what might be termed a **"Panama Canal Movement."**

Chambers of commerce and commercial clubs, civic, social, and literary organizations, should undertake without delay a study of the canal and what it means to the prestige, the influence, and the commerce of the United States. Universities, colleges, preparatory, high, and commercial schools should make the Panama Canal a special line of study and research. They should study the history, the development, the resources, the potentialities, the peoples, the languages, of Latin America and the Pacific Ocean, in order that their students, as coming citizens of this country and of the world, can act and vote more intelligently and join in making the canal bring the greatest benefits possible to trade and society.

"A Get Ready for the Canal Movement," as it might also be termed, should be inaugurated from New York to San Francisco, and from Minneapolis to New Orleans. This phrase should be the slogan of all kinds of commercial, social, and educational organizations. Unless the people of the United States pursue this method and undertake these activities in relation to the Panama Canal, they will be disappointed in the results it will bring and be distanced in the competition for its benefits by the peoples and commerce of other countries.

Throughout all Latin America, throughout Europe, and throughout Australia and Asia, there is deep practical interest in the possibilities of the Panama Canal, and it is the theme of constant discussion in foreign commercial, political, and

economic circles. Vast amounts of money are being expended in improving European, South American, and Asiatic harbors and steamship facilities in order to take advantage of the canal from the very day it is opened. The trade agents of European manufacturers, exporters, and importers are journeying through the countries and sections reached by the Panama Canal for the purpose of finding new export and import markets.

If the United States is willing to spend approximately \$400,000,000 in building the canal, it ought to spend a corresponding amount of energy, effort, and even money in getting ready for the canal. It should be improving its port facilities, deepening its harbors and interior waterways, and constructing vessels so that it may start even, as it were, with other countries when the canal is opened.

There is danger that we will be so satisfied with our pride in accomplishing such a great engineering feat, with our praise of the work done, and with our plans for celebrating the opening of the Panama Canal, that we will overlook or forget the practical steps necessary to get actually ready for the canal and to utilize it to fullest advantage when it is completed. We should do everything to make this opening a gala event in the history of the world and to insure a brilliant success for the Panama-Pacific International Exposition of 1915 at San Francisco, and the Panama-California Exposition at San Diego. But that celebration and those exhibitions will be like the tinkling of cymbals and the beating of drums if we do not follow up our preparations for them with even greater preparations for competition in trade and influence with the rest of the world. The Director General of the Pan American Union is urging all the Latin American countries to participate in the San Francisco and San Diego Expositions, and it is to their credit that most of them are planning to make elaborate exhibits.

In this movement nothing can help us more than an intimate study of all the Latin American countries, an expressed

appreciation of their progress and possibilities, and practical co-operation with them to bring good to them as well as to ourselves. An unselfish spirit to make the canal and exposition benefit them as well as the United States, and an avoidance of policies, preachings, and methods of relationship which will arouse their suspicions or check their desire for better acquaintance and larger exchange of trade should characterize our attitude.

For many years the Pan American Union, as an official international organization, maintained at Washington by all the twenty-one American Republics, including the United States, for the advancement of commerce comity, acquaintance, friendship, intercourse, and business among them has been doing everything in its power through its publications, special reports, and its large correspondence, to make Latin America better known, not only throughout the United States but throughout all the world, and, in turn, to make the United States better known and understood in Latin America. But this effort must be supplemented by a wide-spread Pan American movement which will reach from the controlling statesmen and leading newspapers of the country down through commercial organizations, clubs, and schools to the masses of people and rising generation. Unless this is done the great Pan American era which the opening of the Panama Canal should solemnly inaugurate will be too long delayed in its full fruition.

CONQUEST OF THE TROPICS.

The Panama Canal means many great things, but possibly none greater than the effect of its example in showing to the world how tropical countries can be made healthful. The successful completion of the canal is a conquest of the tropics. It demonstrates that where even most uncompromising conditions of climate and sanitation have prevailed changes can be rapidly brought about that will make them the home of contented and prosperous populations.

It is difficult to place any limit upon the good that will

come to the whole tropical belt of the world from the example of American sanitary achievement on the Isthmus. The largest undeveloped areas of the Western Hemisphere are now in the heart of the tropics. In Brazil, Peru, the Guianas, Venezuela, Colombia, sections of Central America and the countries of the Caribbean are vast unused jungle areas. These under the magic touch which has been applied to Panama can be converted into great areas of production and population.

Such an evolution will not only bring immeasurable wealth and increased population to these countries of the tropics but have a most direct effect upon the commerce and trade of all the world and especially of the United States with them. The engineers and the capitalists of the United States can indulge in no more combined philanthropic and profitable effort than that of co-operating with the governments and peoples of the tropics to make these jungle districts productive and profitable. They contain a wealth of timber and minerals, and large sections possess a fertility of soil which will raise the products that are necessary for the food supply of the world.

Already some governments of tropical lands and many of their representative engineers and business men have been studying carefully what has been accomplished on the Isthmus in order to reproduce on a large scale similar methods of sanitation in their own countries.

Already, moreover, a wonderful change has come over a considerable portion of the low-lying malarial and insect-infested coast of the Gulf of Mexico and the Caribbean Sea as a result of the example set at Panama. Along the coast of Mexico, Guatemala, Honduras, Nicaragua, Costa Rica, Panama, and Colombia hundreds of thousands of jungle areas, which are only slightly above the level of the sea, have been developed into veritable banana gardens and made healthful for the residents, not only native but from the north. The swamps are being drained, the dreaded mosquitoes killed off, yellow fever exterminated, and malaria subdued. The towns and villages along this remarkable coast-line which formerly were charac-

terized as pest holes and only visited at the risk of health or life are now becoming model sanitary settlements.

Cuba, the Dominican Republic, Haiti, and the various islands which form the rim of the Caribbean are all being benefited to some degree by this new era of sanitation, and they are fostering its continuance in order that they may develop a greater prosperity. Not only has this influence been felt actively and practically on the Caribbean and the Gulf of Mexico, but along the entire 8,000 miles of Latin America's big Pacific coast line from northern Mexico to southern Chile. It will soon be responsible for the elimination from that coast not only of yellow fever and malaria but of the plague and other dangerous contagious diseases which are an overwhelming handicap to both commerce and progress.

The Government of Ecuador has recently requested Col. Gorgas, the health wizard of the Isthmus, to go to Guayaquil and show them how they can kill off yellow fever, which has, heretofore, always prevailed at that port and kept it from realizing the growth and prosperity which by its location it deserves. If his work there is successfully executed, and the policies undertaken at other South American ports are continued, it will not be necessary in the future, as now, to quarantine at Panama vessels which touch Guayaquil and some other doubtful ports of the Pacific. Such a new health condition will have a most beneficial effect upon the trade and traffic of the Panama Canal.

What the engineers and doctors of the United States have accomplished at Panama may mean an entirely new future, vast wealth, and great population for that northern section of Brazil which until now has almost seemed destined forever to be a pathless jungle suited only to the growth of wild rubber. The results accomplished at Panama mean that the greatest portion of the mighty Amazon Valley, with its 20,000 miles of navigable waterways, now containing only a meager population and a few cities and towns which are largely rubber-trading posts, can be, as the world's increase in population

and the demands for new opportunities for mankind press upon it, converted into a garden of population and productivity. The same experience can be enjoyed by Venezuela in the broad, resourceful valley of the Orinoco; by Colombia in its rich low-lying areas of the Magdalena, the Cauca, and the Atrato rivers; by Ecuador, Peru, and Bolivia, in the upper waters and tributaries of the Amazon which drain their eastern slopes of the Andes.

The American sanitary achievement at Panama will eventually make the Caribbean Sea an American Mediterranean with a population as active and prosperous as that which surrounds the real Mediterranean. The Panama sanitary influence will also reach Southern China, Siam, Burma, India, and the great tropical belt of Africa, bringing beneficial results to humanity and civilization which will extend down through countless ages of the future.

What a wonderful study is this meaning of the Panama Canal—when the vast extent of its influence is considered. It is probably true that the sanitation of the Isthmus, permitting the great engineering work to be done, will prove even more wide reaching in its good to the human race during the next few decades than will the actual possession of a strategic and commercial waterway uniting the two seas and permitting the passage from ocean to ocean of the mercantile and naval fleets of the world.

THE CANAL AND WORLD-WIDE PEACE.

In these days when there is so much discussion of permanent peace among all the nations of the world, it is well to note the possible significance of the canal in relation to this world-wide peace movement. Closely associated with this thought, although it may have a strange sound at first, is the military or naval value of the canal. Remembering, however, that a distinctly military or naval advantage of one country or group of countries may be a powerful influence for peace, the meaning of the Canal in this respect is easily appreciated. In

its announced policy the United States is constructing the canal for the strategic use or military protection of the country as well as for commercial advantages. By being able to move its naval fleets and squadrons rapidly from the Atlantic and Gulf coasts to the Pacific coast, or vice versa, the United States gains an extraordinary advantage from the canal, which must reduce to a minimum the possibilities or probabilities of its being engaged in war by foreign countries. This meaning of the canal reducing the chances of war, the necessary size of the United States navy, and the consequent cost of maintaining a large navy, is indeed, a vital consideration; but the influence of the canal for peace along other than military or naval lines is far more impressive.

As more commerce is developed between nations, as more travel goes back and forth between the peoples of different countries, as more intimate acquaintance grows between their representative men, as they become more dependent, one upon the other, in trade, friendship, and acquaintance, so much the less is the danger of war between them or of the development of differences which might lead to war. The canal will so directly develop the trade and travel between the commercial and political centers of the United States and Europe, on the one hand, and those of Latin America, Asia, and Australia, on the other hand, that it cannot fail to be forever a mighty and tangible argument and influence for peace.

Although the United States is fortifying the canal against the possibilities of attack, the chances that these fortifications will be forced to go into action against hostile vessels is, indeed, remote. After the canal is opened the world will soon realize that it is an absolute necessity for the commerce and general prosperity of all nations, and a world-wide public sentiment will consider it an international crime if any effort is made to destroy it.

That great apostle and philanthropic promoter of world peace, Andrew Carnegie, should rejoice that Uncle Sam, following his example, as it were, has devoted a sum almost

equal to his reputed fortune to the endowment of universal peace in the practical form of a great interoceanic waterway.

Note:—One such fortune in a decade for universal peace; several similar fortunes each year for militarism!—Editor. “What the Canal Means” is reprinted by permission of the author from the volume—“Panama Canal—What It Is, What It Means”, by John Barrett, Pan-American Union, Washington, D. C.—Editor.

PHOPHECY OF VICTOR HUGO.

I represent a party which does not as yet exist, the party of revolution, of civilization. This party will hold the twentieth century. There will come forth from it first, the United States of Europe, and then the United States of the world.

The Republic, which is not yet ripe, but which in a century will embrace the whole of Europe, signifies that society is its own sovereign. It protects itself by means of its citizen-soldiers; judges itself by trial by jury; administers its own affairs by local government; rules itself by popular representatives. The four limbs of monarchy—the standing army, the courts, the bureaucracy, the peerage—are for the Republic only four troublesome excrescences which are withering up and will soon die.

THE FEDERATION OF THE WORLD.

BY ALFRED TENNYSON.

For I dipt into the future, far as human eye could see,
Saw the Vision of the world, and all the wonder that would be,
Saw the heavens fill with commerce, argosies of magic sails,
Pilots of the purple twilight, dropping down with costly bales;
Heard the heavens fill with shouting, and there rain'd a ghastly dew
From the nations' airy navies grappling in the central blue;
Far along the world-wide whisper of the south-wind rushing warm,
With the standards of the peoples plunging thro' the thunderstorm;
Till the war-drum throb'd no longer, and the battle-flags were furl'd
In the Parliament of man, the Federation of the world.

THE MONROE DOCTRINE.

December 2, 1823.

"We owe it to candor and to amicable relations existing between the United States and those (great European) powers, to declare that we should consider any attempt on their part to extend their system to any portion of this hemisphere as dangerous to our peace and safety. With the existing colonies or dependencies of any European power we have not interfered, shall not interfere; but with the governments who have declared their independence and maintained it, and whose independence we have, on great considerations and on just principles, acknowledged, we could not view any interposition for the purpose of oppressing them, or controlling in any other manner their destiny, by any European power, in any other light than as a manifestation of an unfriendly disposition toward the United States."

(This statement of policy which has come down in history as "The Monroe Doctrine," occurs in President James Monroe's seventh annual message to congress, December 2, 1823, being occasioned by the disposition of the great European powers to assist Spain to regain her American colonies whose independence had been formally acknowledged by the United States government.)

THE NEW PAN AMERICANISM.

The Monroe Doctrine was proclaimed by the United States on her own authority. It has always been maintained, and always will be maintained, upon her own responsibility. But the Monroe Doctrine demanded merely that European gov-

ernments should not attempt to extend their political systems to this side of the Atlantic. It did not disclose the use which the United States intended to make of her power on this side of the Atlantic. It was a hand held up in warning, but there was no promise in it of what America was going to do with the implied and partial protectorate which she apparently was trying to set up on this side of the water, and I believe you will sustain me in the statement that it has been fears and suspicions on this score which have hitherto prevented the greater intimacy and confidence and trust between the Americans. The states of America have not been certain what the United States would do with her power. That doubt should be removed. And latterly there has been a very frank interchange of views between the authorities in Washington and those who represented the other states of this hemisphere, an interchange of views charming and hopeful, because based upon an increasingly sure appreciation of the spirit in which they were undertaken. These gentlemen have seen that, if America is to come into her own, into her legitimate own, in a world of peace and order, she must establish the foundations of amity, so that no one will hereafter doubt them.—Address of President Wilson, January 6, 1916.

PASSING OF THE ISTHMIAN JAG.

BY JOHN O. COLLINS.

Not as a reformer, nor as one reformed; but as a stern historian who records facts and does not adorn them, I write here of the Passing of the Isthmian Jag.

My acquaintance with it was always vicarious; but all the better, for as a sober observer of crapulous associates, I saw and heard more than any of them could have. For instance, I have seen two men in deadly embrace singing "Juanita"; two more recalling the "good, old yellow fever days," while still another two discussed violently "Foreordination." Now seven of us were present, and manifestly I was the only one in position and condition to appreciate the three different situations.

Why should a moral man associate with such people?

Well, there may be other reasons. Mine was that it gave me a superior feeling—Very Satisfying.

"Abe the Newsboy"⁽¹⁾ came back to the Isthmus a few days ago, and when we met there ensued a critique of public morals in the States at this time. Abe is well informed. Finally I asked about the drinking habit in public places.

"You know I never did drink," said Abe. "But I can see. And, say, they can't give the booze away these days. Up in what they call the 'white lights' a lot of boobs from the country are spilling wine, because they think its what millionaires and actresses do; but the regular guys that used to sober up over Monday are temperance men now. Honest, there's so many saloon keepers looking for a turn on the Y. M. C. A. circuits, to give lectures on their sinful lives, that Billy Sunday's be-

(1) Abe is a popular prize-fighter.

ginning to feel the competition. And, you know, I find it almost as bad here."

Abe is right. It is quite as bad here. An old friend of mine who used to run a dirt train at Miraflores and later ran a few saloons in Panama, left the Isthmus last month. He told me there is no longer a "decent living in the saloon business for a white man." And he had a good stand, too. Yet, only three years ago, one night's receipts at his place were over twelve hundred dollars. It was the night of the great dog fight. The bridle, undershot bull of "Muls," was pitted against an unknown. The unknown proved to be a middle sized mixed-terrier-and-dane. It looked like caninecide, and some of the fellows started to leave, when Dr. ———— shouted,

"Hundred even on 'the cur'".

After that no one stirred. "The cur" was led into the pit, and a minute later the bull was dropped down opposite him. The bull was full of fight, and tagged, and growled; "the cur" was visibly perturbed, but not trying to escape. The bell rang, the bull rushed and grabbed the neck of "the cur." There was a double howl, the bull ran back. Whining, he rubbed his nose against the floor. He would not return to the attack. The spectators were howling. It was almost a riot.

Pardon the digression. I was saying that over twelve hundred dollars gold was taken in at that saloon that night. Yet within three years the proprietor has found it impossible to make a "decent living."

Everywhere on the Isthmus it is the same.

At receptions, one seldom sees a visibly intoxicated person.

At afternoon teas, they actually drink tea, and only a few years ago it never got out of the kitchen.

A Tivoli Club dance is so decorous now that if the music were different it would seem like church.

The University Club is piling up a deficit.

The Century Club bar is not an asset, in spite of the dusty mouthed pilgrims who appreciate its nearness to the Hotel Tivoli.

At the Strangers Club one sees groups of pioneers, who formerly played poker and drank high balls, listlessly discussing a rum game and drinking—Ginger Ale.

In the month of November, according to The Panama Canal Record, six million gallons of water were sold to passing ships, and not one quart of "alcohol or manufactures thereof."

By various people this change in the Isthmian attitude toward "Drinking" is attributed to the war in Europe, heightening of moral tone, marriage, moon spots, and the slides in Culebra Cut. From careful study of the situation, I believe they are all wrong. The "settling down" of the canal community, the jumping up of prices, and a deep bred snobbery are at the bottom of it.

When a bachelor "settles down," he marries, quits drinking, and composes himself patiently to await the end. When a married man "settles down" he quits flirting, drinks less, and begins to compare himself with Solomon, who in his day, also, was flirtatious and wise. In either case the vendor of liquors loses.

When you "settle down," (which really means "settling up" for past sins), you cast about for means of economy. You would resign from your clubs, only this might deprive your wife of some needed recreation. It is wonderful how tender you feel toward your wife when resigning from your club is under consideration. You would give up smoking, only it costs so little; and, besides, your wife likes to see you blow rings. You compromise by buying a pipe. You decide to save on coach fare, because, after all, while you are far from fat, you need the exercise. You can save that dollar for the Red Cross; but a dollar a year is not worth saving, and, besides, you are "charitably inclined." You already eat "native meat," but you will suggest the advisability of buying yams, yucca, and plantains. You do suggest it; and, then, your wife, with a most inconsequential air, says:

"Yes, more yams, and less liquor."

Strange you hadn't thought of that?

Never mind; trust Her to think of that. You are a little miffed, and feel like suggesting that "crisca" at 15 cents a pound would do as well for her use as that white stuff at 50 cents an ounce that she plasters all over her face every night. But you refrain. That is, if you really belong in the Solomon class, you refrain. So it is decided to banish cocktails, whiskey, even claret from the home. You remark to Her peevishly that she seems to like her cocktail as well as the next one. Then; oh, the brazen effrontery, she tells you,—

"I drank them to keep you company."

Company? By all the—

Oh, well, what's the use of arguing with a woman?

We Canal men are "settling down." We came to Panama years ago, full of hope, and romance, and a desire to learn Spanish. Hope turned to ambition; ambition to work, and work to despair or plodding. We talk Spanish fluently to West Indian coachmen. Romance remains, but it no longer refers to trim ankles and bright eyes; only to the hope that we can save enough to give the children a good chance in the great struggle, and to buy tobacco in our winter years.

Do we save enough to make a real difference? Is it worth while?

Well, let's see. An acquaintance of mine, whose efficiency report for 1916 states that he is a moderate drinker, (this is certified to by Mr. Copeland and Mr. McIlvaine, both authorities on this subject), used to take one or two cocktails before dinner, a high ball when fish was served (to kill the ptomaines), two tumblers of claret (half and half) when meat was eaten. Once a week or oftener some other "moderate drinker" would come in at sunset, and each would drink two cocktails, and then a third one in honor of some "old timer" who had died, married, resigned, or told a good story, or something of that kind. At dinner, two high balls were absorbed—one in

honor of the guest and one "good luck for everybody." The account averaged about as follows:

Mr. Moderate Drinker:

| To | JOY CUPBOARD | Dr. |
|------------------------|--------------|--------|
| For one week's drinks: | | |
| 18 cocktails at 15c | | \$2.70 |
| 7 pints claret at 15c | | 1.05 |
| 5 high balls at 15c | | .75 |
| | | <hr/> |
| | | \$4.50 |

No allowance is made here for extra rations on Saturday and Sunday nights. A conservative estimate of Mr. Moderate Drinker's liquor bill for one week is \$5.00 gold, or \$250.00 a year. If his daughter, who is three years old now, and his son one year, live to be old enough to go to college; and if Mr. Moderate Drinker saves \$260.00 a year until then, he will have put away, to spend on those children during the years they are 18 to 21, about \$4,000. No interest computed.

Is it worth while?

A large number of Canal men have answered—"Yes." This alone would account for a great decrease in drinking.

The price has jumped up, I said. Yes, and it defies gravitation. It stays up. When you bought it by the case, through the commissary, in 1907; when you bought it by the case in Panama or Colon in 1912; and when you buy it by the case today, here is the comparison, by bottle.

| | 1907 | 1912 | 1916 |
|-----------------|--------|--------|--------|
| Scotch | \$0.70 | \$1.20 | \$2.60 |
| Vermouth, N. P. | .50 | .70 | 1.40 |
| Gin, Gordon | .65 | 1.40 | 2.50 |
| Claret, Medoc | .25 | .60 | 1.10 |
| Sauterne, Grave | .40 | .70 | 1.50 |

It's enough to drive a man from drink.

How can snobbery affect the amount of drinking?

You are a snob. So am I. You are a worse snob than I am, because you won't admit you are one.

The arrival of a garrison on the Canal Zone has set a new standard of conduct outside the home. Whether we admit it or not, it is the standard by which we are gaging an important

part of our lives at present,—the part that pertains to public conduct. And that part is important in the drinking question. It is no longer good form to be intoxicated in public, simply because the army officers don't do it. And we compare ourselves with "officers" always; we insist on that; never with privates. I don't mean that the privates are a "drunken lot." They are remarkably sober as a class. But the only soldier you see drunk in public is a private; never an officer. And we emulate the officer. I ascribe this to snobbery; because we do not do it as men convinced that our old standards are wrong, but merely as a concession to stand taken by others; just the way we wear a collar, and a coat. I am surprised at sobriety among army officers because they had always been represented to me as convivial "D'Artagnans" who would sit down to a cask of wine and never arise until they had consumed the contents and eaten the staves. Not so. "In the Army is sobriety" may have been gentle irony in the days of "Bennie Havens." It is cold fact on the Canal Zone today.

Now this lack of public intoxication means a lessening of private use of alcohol. Drinking, as we did it, was generally convivial. We seldom drank alone. Drinking is a Habit. Ceasing to drink much in public is getting us out of the habit of drinking at all.

Then, too, these Army officers are careful spenders. They don't spend their money like "drunken sailors," as we used to do. They go at it carefully. Their status is fixed. No use for them to "buy wine" when everyone knows they can not afford it. I stood in Ancon Commissary one morning six months ago and overheard this conversation:

First Woman.—I can't stand the native beef.

Second Woman.—Well, I didn't like it at first; but Col. H.'s wife buys it, and if the Colonel can stand it Tom can.

First Woman.—Well, I'll try it again.

That is a literal report. So, I say again, the Army people have set us a new standard. They don't drink too much; and they don't spend foolishly. "But," you argue, "there has

always been a large element of sober, temperate people on the Canal Zone."

Yes, that is true. But they were serious in their sobriety. They were not of the class that influences people who love to play in the sunshine. Mr. Frederick Hosmer Cooke, a one-time Canal philosopher, said "there are two classes in the Canal Zone, the bilious and bibulous." Mr. William Howard May divided us into the "consecrated and irrigated," and Mr. John Kirkman Baxter said we were unquestionably the "wise and foolish virgins" but was never able to make out which were which. I shall never forget the shock it was to me to hear Mr. George J. Vanderslice refer to some friends of mine as—"that turkey trotting, card playing, booze fighting crowd."

However you characterize the two classes, the liquor line was there; and one class had a negligible influence on the other. But the army people are essentially of the "eat, drink and be merry" clan. They can and have influenced deeply those of us who were inclined to read it next morning as "eat, drink, and be sorry", to adopt the phrasing of Miss Bitter, who wrote it in Panama Life.

Women as well as men have caught the new idea. Before dinner at the University Club a few evenings ago, I said to a vivacious young matron,

"What kind of cocktail will you have?"

She smiled kindly (she has pretty teeth and shiny, black eyes), and answered, "Since eggs have gone up so high, I don't have anything to do with poultry." And she wasn't at all the kind that some vulgar persons refer to as "a hen."

In a pleasant home where formerly we gloried and drank deep, I dined a few nights ago without the aid of cocktail, high ball, or cordial, and awakened at my own home next morning without urge of headache.

Everywhere I go, it is the same. People have ceased to apologize for not offering me a potation, which, according to the best authorities, contain enough alcohol to start a man to hell, or run a Ford into the gutter.

Sic transeunt arterio sclerosis et abscessus liverosis. I
always talk Latin when I'm sad.

Balboa Heights, December 24, 1916.

* * * * *

Balboa, December 28, 1916.

My dear Collins:

I can't let that booze stuff go to the printer without
knowing the wherefore of the end of that dog fight.

Swanson.

* * * * *

My dear Swanson:

Someone had bathed the neck and haunches of "the cur"
with Tobasco sauce.

Collins.

SATIRE IN OFFICIAL CORRESPONDENCE.

BY MADDEN AND STICKLE.

The following memorandum of Congressman Madden, who was also a contractor once upon a time, and satirical comment thereon by a Canal engineer, will no doubt be of interest to our readers:

MEMORANDUM BY MR. MADDEN.

From a somewhat superficial examination of the concrete mixing plant at Gatun, which includes the stone dock, the cement sheds, the sand dock and the automatic railroad system, I am convinced that the plant has double the capacity which is now being used.

An investigation which I have made as to the output on the stone quarry at Porto Bello leads me to conclude that its capacity is not more than half the requirements of the Gatun Lock work. The capacity should be doubled, and until it is doubled the capacity of the other plant must be retarded. To do this a No. 18 crusher should be installed at once. I understand that there is sufficient power to operate a larger plant.

In addition to the crusher, there should be installed an elevator of greater capacity than is now there. It should not require more than twenty-five or thirty thousand dollars investment to do what is to be done. With this investment, the capacity of the crushing plant at the quarry could be increased from 1600 yards, which it produces at present, to close onto 4,000 yards. The cost of crushed stone from the Porto Bello quarries at present is \$1.75 per cubic yard. The cost should not be to exceed 75 cents per yard, laid down at the lock docks.

The barges which transport the stone from Porto Bello

to the locks are making only one trip daily now. They should make two. I understand the time required to unload a barge is about ten hours at present. It should be unloaded in two and one-half hours.

There is no need for additional investment in barges to move the additional stone required from the quarries to the locks, because the boats which are already in existence can make a trip every day easily, whereas they now make but one trip every two days.

The cableways across the cut in which the locks are being constructed do not seem to be operated to their capacity. They are capable of doing double the work which they are now doing. The quantity of concrete now being placed in the locks is close to 2,000 yards daily. The quantity which can be placed, if all the machinery which is in existence is worked to its capacity, is 4,000 yards daily, and this quantity should be supplied; but until the facilities are furnished to the quarry to produce the necessary quantity of stone, of course all the other machinery connected with the lock construction will, of necessity, be kept working to only part of its capacity.

The present cost of laying concrete, including the quarrying of stone, the crushing of stone, its transportation, the cost of cement and sand, and the mixing and laying, is about \$9.00 per cubic yard. With suggestions which I have made put into execution, there is no reason why the cost should not be reduced below \$4.50 per yard.

The quantity of concrete required to complete the locks is, approximately, two million yards. If it is laid at the rate of 2,000 yards per day, it will take a thousand days to lay it. Counting out Sundays, wet days and other days that men cannot work, it would require four years to complete the concrete work at the present rate. If the quantity laid is doubled, it would be readily seen that the time required to complete the work would be cut in two.

I think cantilevers would have been more economical in the construction of the work than the cableways, but the

cableways can be made to do the work on a fairly economical basis if they are operated to their fullest extent.

In addition to the saving in the concrete work by the execution of the plans involved in the above suggestions, the completion of the locks in two years instead of four would involve a saving of over-head charges of \$250,000 a month for the period of time saved in the completion of the work.

THE REPLY.

Porto Bello, Dec. 1, 1909.

Memorandum to Col. Sibert:

Referring to undated and unaddressed memorandum by Mr. Madden, attached hereto, I would comment on this memorandum as follows:

It is somewhat embarrassing to me to be unable to agree completely with an eminent engineer such as Mr. Madden must be, but on the points covered and which I comment upon, I give my best judgment acquired after only two years' special charge of the work, as compared with the investigation made by Mr. Madden without visiting Porto Bello in person. Mr. Madden did not discuss the work with me at all.

1. Mr. Madden states "The capacity should be doubled and until it is doubled the capacity of the other plant must be retarded." My instructions were to install a plant at Porto Bello with a capacity of 2,400 cubic yards a day. The plant is in operation with that capacity and I am taking no steps to increase the capacity.

2. Mr. Madden states "To do this a No. 18 crusher should be installed at once." A No. 18 or equivalent crusher is now on United States requisition. This crusher is not being purchased to increase the capacity of the Porto Bello plant, but for the purpose of reducing the cost of operation.

3. Mr. Madden states "I understand that there is sufficient power to operate a larger plant". This is correct as far as boilers are concerned. A larger driving engine to operate

the large crusher is on requisition. The engines now in service are not of sufficient capacity.

4. Mr. Madden states "In addition to the crusher, there should be installed an elevator of greater capacity than is now there." The present elevators have a capacity of 200 cubic yards per hour. When driving sheaves ordered on requisition A-1358, dated August 18, 1909, shall have been received, if ever, the capacity of the elevators, or conveyers will be 300 cubic yards per hour.

5. Mr. Madden states "It should not require more than twenty-five or thirty thousand dollars investment to do what is to be done." From his point of view the capacity of the Porto Bello plant is to be doubled. Steps which have been taken will incidentally increase the capacity by 50 percent. As compared with his maximum estimated cost of \$30,000 to double the plant, my estimated cost increasing the plant by 50 percent is \$50,000.

6. Mr. Madden states "With this investment the capacity of the crushing plant at the quarry could be increased from 1,600 yards, which it produces at present, to close onto 4,000 yards". 4,000 yards can be produced by the quarry per day at present, but transportation capacity was designed for delivery at one point of 2,400 cubic yards of stone per day, and unless barges be withdrawn from the sand service an amount in excess of 2,400 cubic yards per day cannot be cared for, as there is storage capacity of not more than 900 cubic yards in the bins at the present time, nor more than 2,400 cubic yards permanently. I cannot surmise where Mr. Madden secured information that the quarry at present is producing 1,600 cubic yards per day. The average output in the past has not exceeded 1,000 cubic yards per day, due to lack of barges at Porto Bello.

7. Mr. Madden states "The cost of crushed stone from the Porto Bello quarries at present is \$1.75 per cubic yard." This is probably somewhere near correct and all things considered is in my opinion cheap. I estimate that with present

arrangements and plans the average cost including all plant f. o. b. barges at the locks will be \$1.60.

8. Mr. Madden states "The cost should not be to exceed 75 cents per yard, laid down at the lock docks." If Mr. Madden is fair, he is comparing 75 cents with \$1.75. As he is an engineer and law maker he may be assumed to mean what he says and that these costs include plant and transportation. I have no comment to make on this 75 cents except to say that Mr. Madden's services should be secured immediately at a rate not to exceed \$956,250.00 per annum. I can show by figures that it would not be profitable to the Commission to employ Mr. Madden at a greater salary than this. If this recommendation be adopted, I recommend further that his contract for employment include the provision that for any excess cost above 75 cents at Gatun for crushed stone Mr. Madden be required to pay. (This 75 cents will not include Mr. Madden's salary.) Mr. Madden should be thoroughly bonded to protect the Commission.

9. Mr. Madden states "The barges which transport the stone from Porto Bello to the locks are making only one trip daily now. They should make two." I am at a loss to understand how roaming the seas with loaded barges by the tugs employed on this service, with the consequent expenditure of coal and wear and tear to vessel and machinery could be of the slightest advantage to the work in decreasing cost or increasing output. The fact is that Mr. Madden's statement is as usual incorrect. The barges have been making even less than one trip per day because I have made it a practice to wait for the barges to be unloaded at Gatun or elsewhere before taking them away.

10. Mr. Madden states "There is no need for additional investment in barges to move the additional stone required from the quarries to the locks, because the boats which are already in existence can make a trip every day easily, whereas they now make but one trip every two days. Here we have a statement and a reason or explanation. Unless Mr. Mad-

den's services be secured to handle the quarrying and crushing of stone at Porto Bello and the transportation to Gatun, I would say that the statement is incorrect and the explanation unsatisfactory. The barges on hand were planned to deliver at Gatun, one point of delivery, only, 2,400 cubic yards of stone from Porto Bello and 1,200 cubic yards of sand from Nombre de Dios per day. They are able to do this service and no more. The points of delivery are at present four and this will be increased to five when the Gatun steam plant is put into operation. The original plans were based on the assumption that two barges only would be unloading at a time at the cableways and that they would unload four barges per day. This assumption was made under instructions and therefore advisedly. Two trips a day to Porto Bello was the assumption and this can ordinarily be carried out if the barges can be furnished unloaded, the current of the French canal eliminated and the Canal dredged out.

11. Mr. Madden states "This quantity (4,000 yards daily) should be supplied, but until facilities are furnished to the quarry to produce the necessary quantity of stone, of course all the other machinery connected with the lock construction will, of necessity, be kept working to only a part of its capacity." The answer to this is simply a reiteration of previous answers. The quarry can produce 4,000 yards daily now but additional barges are needed to transport, points of delivery should be reduced to not more than two, sand deliveries stopped entirely, and the barges must be unloaded, in order to accommodate this output.

12. Mr. Madden's ideas as expressed in the last four paragraphs of his letter are so advanced and reasonable that it is thought that he should, for the benefit of his country, give up his legislative position and take charge of the construction of the locks. "The quantity of concrete required to complete the locks is, approximately, two million yards, if it is laid at the rate of 2,000 yards per day it will take a thousand days to lay it. Counting out Sundays, wet days and other

days that men cannot work, it would require four years to complete the concrete work at the present rate". But the next sentence is the climax of his whole effort. He says "If the quantity laid is doubled, it would be readily seen that the time required would be cut in two" and after pondering over this magnificent thought until at last its full import bursts clearly upon one, one is given up to admiration for the wisdom of its modest author.

13. I have always thought that no one should stand in the way of more competent men for any particular work. Mr. Madden's present lofty position which he is so creditably filling is sufficient guarantee that he knows whereof he speaks in such positive terms, and therefore that he knows how to support his statements practically. Otherwise he would have been unfair in his criticisms to those of us who have labored so long and earnestly and who must now look back in view of Mr. Madden's remarks to two years or thereabouts of wasted effort and of actual loss to the U. S. Government. In view of this I desire again to recommend that Mr. Madden be approached by the Commission for employment in my place at a salary not to exceed \$956,250 per annum (the amount Mr. Madden will save).

P. S. If this recommendation be adopted the bond suggested in paragraph eight should not be forgotten.

14. The estimated cost per yard of sand for 1,250,000 cubic yards is \$1.05 instead of \$1.75.

15. It may be proper to refer in connection with the cost of stone as \$1.60 f. o. b. barges Gatun to the amount of rainfall at Porto Bello. For the month of November, 1909, the rainfall amounted to 44.58 inches, and almost invariably the rainfall for any month is greater than at any other point where the Commission is carrying on operations. I would say that this fact involves a net increase in cost to the Commis-

sion of ten cents per cubic yard over what it would have cost could the quarry have been located in the Canal Zone.

Note:—

In view of the public opinion generally endorsing comment that on the whole, the Panama Canal was most efficiently and economically constructed, and public opinion generally being that Congress is anything except efficiently and economically run, it would appear that a Congressman's courage to tackle improvements rather increases with the square of distance from his own field. No tendency on the part of Mr. Madden to improve efficiency of Congress by elimination of "pork" was ever reported to the Society of the Chagres.—Editor.

METCALFE ON ISTHMIAN POLITICS.

BY F. G. S.

During construction days on the Panama Canal, it had been the general belief of the men employed on the Canal, and as far as they knew the general opinion throughout the United States, that politics or political "pull" cut very little figure of itself in the Canal organizations. Most of employees were of the opinion that a combination of merit, opportunity and the "fortunes of war" from which so-called "pull" was mostly absent determined the selection of department heads and promotions to the better paying positions within the Canal construction force.

However, when the Hon. Richard C. Metcalfe was appointed a member of the Isthmian Canal Commission to succeed Hon. Maurice H. Thatcher, resigned, and arrived on the Canal Zone and assumed nominal charge of the Department of Civil Administration, we found out otherwise. Most of us had been so busy "digging in the ditch" that we had not been able to observe "secret diplomacy" or the "inside stuff" by which we had presumably been controlled.

The new head of Civil Administration Department, "Governor" by courtesy, was one of the speakers at an "Old Home" banquet given on Thanksgiving Eve, 1912, at the Hotel Washington and arranged for by Secretary Page of the Cristobal Club House and his assistants. As a speaker at this dinner the new Governor demonstrated most decidedly that he was at least a pastmaster in the art of post-prandial oratory. Either by clever wit in impromptu address or by careful preparation based on accurate forecast of development at the dinner, the new "Governor" electrified his audience by clever

thrusts and innuenda and convinced even his most caustic critics that he needed no assistance in holding his own at least in after-dinner debate.

Most of those present believed that he was "persona non grata" with the chairman and chief engineer, Col. Goethals (now General), and gave wrapt attention to his "local atmosphere" especially interesting as Col. Goethals was also at the speaker's table. When Mr. Metcalfe very casually drifted into local politics, silence was so profound you could have heard a pin drop. His comment on local conditions and situations was very carefully arranged in form of climax that everyone expected would disclose "inside secrets". Just when everyone expected disclosures of secrets of state and gossip of controversies among the mighty of the Canal organization, Mr. Metcalfe was reminded of a story and of course told it.

The story ran approximately as follows: A well-known commercial traveler had been out with the bunch that "covered" his territory in the days when ethics of business was not too strict, and had got tangled up in a "little game" in the smoker. He had a habit of always having a "chew" in his cheek and as everyone knows, those chewing tobacco sometimes want to spit. He arrived home with his shirt front badly discolored as if he had dipped his whiskers in the soup and sprinkled his shirt and his wife took him to task. "Where on earth have you been", queried his better half. "Oh, out with the gang"! was the non-chalant rejoinder. "Well, what have you been doing" was the next question. "Just enjoying a little game with the boys," was the equally non-committal answer. "Well, didn't you have any spittoons," pursued his wife. "Yes, a number of them were around the table," replied her hubby still unperturbed. "Well, couldn't you turn around to spit"? finally asked his angry spouse. "Nope, not in that game, with that bunch," calmly replied her husband.

Our new "Governor", who was known as a "Bryan appointee" to the Isthmian Canal Commission and as "persona non grata" to our well-known and also much admired "Tsar"

or "Benevolent Despot", closed his story and remarks with just a slight inclination of his head toward his new chief. To those of us familiar with rumors of supposed relations between the Emperor of the Isthmus and some of his Lords in waiting, it was apparent while the story might pass as just a story cleverly told by a clever speaker with many of those present, that its significance was not lost on the officials at the speaker's table.

THE CARE-FREE LIFE OF A QUARTERMASTER.

(Excerpts from the Diary of Roy R. Watson, D. Q. M.)

5.30 a. m. (any day). 'Phone rang. I answered in a sleepy voice, only to find that some truck driver had failed to show up and that another must be found. Otherwise the hotels and commissaries get no grub and the public goes hungry.

After a bite of breakfast (didn't get much—prices too high) sneaked out the back door and down the path where I met a bunch of Jamaicans or Badians looking for jobs. " 'Scuse me, bahss, from comin' to yo' house, but I hungry an' got six children an' mus' have a job." Told them the only job on record is already taken by the D. Q. M. Applications for jobs received and rejected all day long.

Suddenly stopped while chugging up grade on the motorcycle. Some bachelor on his way to breakfast announces that the plumbing in our house was choked up all night. Sorry to bother you, etc., etc., but please send a man around to fix it. Answer, "Yes, got a plumber right here in my pocket; will send him muy pronto."

Arrived at corral. Sanitary man jumped on me and made known that some general repairs have got to be made around this corral right away to stop fly and rat menace. All right, fix it up in next ten minutes. (Fast work.)

On reaching the office found a large crowd of crippled dusky applicants for jobs. All had a note from some foreman who insisted especially that this man be put on, or they had been sent by the Big Bahss in the Ad. Building, but a full house prevented their being taken on.

An automobile owner taking a day's vacation and recrea-

tion in cleaning his car called up from the garage. Wasn't able to get any air from that dam pump last night to fill his tires. What was I going to do about it? Offered to beat the L out of the pump for getting so sassy.

Finally landed in the office (via back door) only to find both telephone receivers off the hook with some one on the other end who has been waiting the longest time to say, "My ice box is full of ants and must be changed at once." "We will do so as quickly as possible." On investigation found that the ice box didn't contain any ants until her next apartment neighbor had her refrigerator changed.

The lady on the other 'phone must have her beds changed at once. She called the office yesterday and if her demand is not complied with at once she is going to the Governor and get him to do it. Was scared into meekness by her remarks and promised to attend to it at once. Found that beds had twice been carried to her house, but that there was nobody home to accept them. Nobody home is good.

The day continued with:

"My wife fell off those rotten steps and nearly broke her neck." Such inefficient steps!

"That chauffeur on Truck No. — nearly ran over me and I want him fired."

"That janitor in House Number so and so is stealing all my stuff and he refuses to shine my shoes because I won't tip him."

"That woman in Apartment A is using my clothes lines on Mondays and I want them myself, even if I do send my laundry out."

"That man living in the apartment below me has got vines growing all over the place and I can't get a breath of air."

"That ice pan upstairs has run over twice now and ruined my curtains. I won't have it."

"That dog next door has fleas and they are getting in my apartment. (Very annoying to be bitten by fleas in the

apartment.) Such people! They must have come from nowhere."

"That scytheman of yours cut all my plants down while cutting grass."

"That gasoline boy cheated me and is letting dirt get in the gasoline."

"You charged me too much for hauling my sewing machine. Mrs. X. only paid half that much."

"You painted Mrs. A.'s floors. I want mine painted, too."

"I want an electric range put in my house; my husband gets more money than Mr. B. and I have more right."

"Send a man to cut the grass; I can't hang out my clothes."

"Send a gardener to trim the vines; they are too thick."

"This lawn mower man is cutting the grass too short; take him away."

"Send a carpenter to fix the screen; mosquitoes are coming in."

"Take those carpenters away from my house; this is my afternoon sleeping time."

"Stop those motor trucks from making so much noise; they interrupt my morning nap."

"Stop these gardeners from fertilizing the plants; the smell is awful."

"Send some fertilizer here; the plants are dying."

One man going on vacation packed his trunk and took the morning train. When he reached the boat he looked in the stateroom and found his trunk wasn't there. He got busy on the 'phone and wanted to know the whereabouts of the trunk. No, he hadn't asked anyone to get it. "Supposed you had sense enough to do that without being told." Went to the States without it. Lord only knows how he ever got to the Isthmus. Perhaps he didn't have a trunk then.

The Chief Quartermaster says we must cut down expenses. The people say, "Spend some money on my house. Why don't you send someone up to build our kitchen fire in the morning?" It's a shame what people have to put up with.

The sanitary man says the mules' hoofs make holes in the ground and the holes breed mosquitoes. The municipal engineering man says we have his work tied up while repairing trucks and shoeing mules. The mechanical man says we are doing work in our shops that ought to be done in big shops. The women complain because the ants eat their roses; the bachelors kick because we don't raise enough roses in the greenhouses to meet their demand. The District Quartermaster is always trying to give somebody or everybody the worst of it, and nobody gets anything any time. Then to top it off the D. Q. M. let the warehouse burn up where all the personal property is stored and all the new furniture is kept.

One woman said, "I hope they kill you." Then they wonder why I am always grouchy."

R. R. W.

Branch Offices in all parts
of the World and Panama.

Cable Address: "Lieber
Fruend,
Gee Whiz."

THE ISTHMIAN SUCKER ASSOCIATION.

Personal.

Ancon, Canal Zone, Any Time.

Dear Customer:

You have been recommended to us by a **MUTUAL FRIEND** as being one of the many young and prosperous men residing upon the Isthmus, whose accumulated **SURPLUS MONEY** has been and is a source of **CONSTANT** annoyance.

There are many companies doing business in the United States whose object is to relieve this condition of congested **CAPITAL** in the Canal Zone, but we consider their methods slow and not always **SATISFACTORY**. Many of these companies absolutely refuse to take over **ONE THOUSAND DOLLARS** from any one individual. You can readily see how this policy may and frequently does cause annoyance to many of the Canal employees.

Our object in organizing the above association is to, insofar as possible, do away with all the objectionable **FEATURES** in all the companies, each of which at the present, although having praiseworthy intentions, are, nevertheless, handicapped by trying to carry on an **INDEPENDENT BUSINESS**. In this day of giant trusts and **WORLD-WIDE** corporations, it is impossible to conduct large **FINANCIAL TRANSACTIONS** unless there be co-operation and co-ordination—in other words, **COMBINATION**.

We propose to be an Isthmian clearing house for all sucker-catching companies. We believe we deserve and trust we shall have your moral and **FINANCIAL SUPPORT**. For your consideration we respectfully submit the following ventures which have already been listed with us:

FLORIDA SWAMPS: This location is the best in the **WORLD** for raising bull frogs. We consider this **PROPOSITION** an especially **GOOD ONE**, as there are not necessarily any transportation charges. The frogs, after reaching the age of discretion, will, if properly **URGED** and **DIRECTED**, jump all the way to New York, which affords at all times a ready market. This land is sold by the gallon only.

ORANGE GROVES: (Florida and California). We have listed several of these groves recently planted from **FIRST-CLASS** cuttings. These shoots will all reach maturity within from five to six years and **BEGIN BEARING**—if weather conditions are favorable and parasites are not too abundant. The **TOTAL COST** of cultivation, crating, sorting, and transportation averages about four dollars per crate. They bring in several of the Eastern markets as high as three dollars and thirty cents per crate.

TEXAS ONION FARMS: Onions flourish here luxuriantly and their odorous principle is not, to any appreciable extent, impaired by the soil. There are over **NINETY MILLION** beefsteak eaters in the United States and it is safe to say that at least **SEVENTY MILLION** of these consider onions a necessary accompaniment. If each person eats steak and onions twice a week and the onions cost five cents, you can easily figure out the possibilities.

OREGON APPLE ORCHARDS: Only thirty-four states in the Union raise apples. The amount consumed yearly, raw, is simply enormous. Besides, there are many valuable by-products, such as pies, jelly, marmalade,

hard cider, etc. If properly cultivated, steam-heated and disinfected, they will commence bearing in ten years and continue bearing every other year for two years.

CHICKEN FARMS: (Anywhere.) Chicken raising affords a fine OPPORTUNITY for the investment of money when the item of time is a secondary or no consideration. To get the best results it is necessary to give each chick and chicken one's personal attention as they are prone to contract every known human and inhuman disease. However, if one exercises care and patience, there is no reason why chicken raising should not be profitable.

A chicken is omniverous and not particularly fastidious about the source of its food supply. Experienced chicken raisers inform us that the average fowl does not show any preference between a white and a yellow grain of corn. If you have never given the subject careful study, probably you are not familiar with the fact that chickens are polygamous. One healthy rooster is able to keep contented at least twelve hens, without any outside assistance. As the average rooster costs at least twenty-five cents, this chicken immorality will result in a saving to you of not less than NINE DOLLARS per dozen.

OIL WELLS: (California and elsewhere). It is necessary to exercise some caution in buying oil wells, as they, like girls, have different dispositions—some gush, some giggle and others are aggravatingly quiescent. Johnnie Rockefeller, who accumulated a competency while engaged in the OIL BUSINESS, recommended the following procedure for operating:

- (a) Join the Baptist Church;
- (b) Shave off all hair and talk platitudes;
- (c) Buy up all Federal judges and a majority of the United States Senate.

By following this advice you CANNOT possibly fail.

RICE FIELDS: (Arkansas.) We have listed for sale large tracts of land in Arkansas that can be bought very CHEAP. Excepting rice, attempts have been made to raise every known cereal upon this land, all of which have failed utterly. As no sane person believes that nature intends for any land to be totally barren, we UNHESITATINGLY ADVISE YOU TO BUY SOME OF THIS LAND for the cultivation of rice. This land can be bought for less than one hundred dollars per acre. Rice culture requires that the land be flooded with water and while there is none available at present, our geologist informs us that all the water necessary can be produced by sinking artesian wells—each acre requiring only one well and the initial cost per well is not over FIVE THOUSAND DOLLARS.

CORN AND HOG RAISING: (Middle West). Mr. Armour advises all young men to engage in this business. Raising these two COMMODITIES together is much more PROFITABLE than producing either one alone. The hogs will eat up all the corn, thus decreasing the bulk to be marketed. The BEEF TRUST will pay you for the hogs at the rate of the total of corn consumed. If packing houses contemplated see instructions under oil wells.

EUCALYPTUS TREES: (California.) These trees grow of their own volition and produce a VALUABLE OIL. We have for sale some land well adapted for the culture of Eucalypti, should the idea of letting the trees grow unmolested not appeal to you.

TOWN LOTS: (Texas). Far removed from the maddening crowd, the noise and bustle and confusion, fire engines, automobiles and suffragette parades—all concomitant with city life; we offer for sale BUILDING LOTS upon an absolutely level tract of land, unencumbered by any vestige of vegetation. This location is destined to become a popular resort for neurasthenics. These lots, of which there are about twenty to an acre, are now selling at from \$500 to \$1,000 apiece, although land adjoining our tract may be bought for \$40 per acre. We wish you to bear in mind that this land has not been surveyed and there are no neat, white numbered posts marking the subdivisions.

SUBURBAN PROPERTY: (30 to 90 minutes from Broadway.) One of the country's foremost real estate dealers has stated that in his opinion the entire stretch of country between New York City and Washington, D. C., will at some time in the future be within the limits of one gigantic city. The Flat Iron Building in New York City is today worth several MILLION DOLLARS and the annual rental approximates several hundred thousand dollars. Three hundred years ago the spot it now occupies could have been purchased for a string of beads. We can sell you a lot outside of New York City, twice as large as the aforementioned one and ABSOLUTELY GUARANTEED that a foundation can be secured that will support a building as large as the Flat Iron Building. We are now OFFERING THESE LOTS FOR SALE AT ONE THOUSAND DOLLARS EACH. THINK OF IT! Unless single or site tax or other just tax but therefore obnoxious to property owners prevails eventually any of these lots may duplicate the record of ground on which Flat Iron Building stands and produce other Astor decorations to society if not additions to human welfare.

BOOKS: This is not exactly in our line, but realizing how avidly the Canal Zone public reads—and believes, we have taken it upon ourselves to endeavor to SUPPLY THIS DEMAND and are pleased to state that we have now a very engaging PROPOSITION to offer. We have on hand an unlimited edition of books printed in clear reading type. We will send you FIFTY POUNDS, more or less, of this reading matter for ONE HUNDRED DOLLARS. You do not obligate yourself to read all of this literature; however, we do expect you to answer by mail any questions that we may ask you.

We have listed many more schemes calculated to relieve the money constipation existing in the Canal Zone. We will also have ready in the near future a booklet entitled "HOW TO OBTAIN A GOOD POSITION IN THE STATES," which should be of special interest to all employees.

If interested, address

THE ISTHMIAN SUCKER ASSOCIATION,
Dept. "D," Zone Building,
Acon, Canal Zone.
SMITH & PERRY, Promoters.

P. S.—The above is but a brief announcement of a few of our methods to extract coin from the gullible public. Should you prefer others, we also deal in sugar plantations, worthless patent rights and many other propositions equally worthless. Merely send us an inquiry, give us a hint of your hobbies, assure us you have the money and we guarantee the hypnotic influence of our salesmen who will be pleased to call upon you.

AT FAREWELL TO GORGONA.

Ladies, Gentlemen and "House 3":

Those who in love of variety and spice of life have sought the Canal Zone have found at least the variety they sought. There have been a number of clubs, saloons and other accessories for "going the pace" within reach of canal employees; also a few churches and Sunday schools and intermediate stations, as Isthmian Canal Commission clubhouses, where when the roisters were broke and partly subdued, and the self-styled saints inclined to be tolerant, we have all profitably met on somewhat common footing. Of course we all know that our Secretaries and Assistants and those who prescribed the regulations under which they have operated have been too liberal for the narrow, bigoted and selfish; and it goes without saying they have been so strict that clubhouses have been at their worst, too tame for a number. That is why the next door annex, "house 3", was set aside for the bachanalian orgies and revelries of those who at times have made the nights hideous, and at other times furnished theatrical entertainment for the town, usually of cabaret or burlesque style, and at all times have been a thorn in the flesh of the District Quartermaster and his assistants down to the janitors.

Some of them even get as far as the culprit before the judge for the hundredth time, who asked for a postponement on account of the illness of his attorney: "Why! Caught redhanded as you were and with your record, what could your attorney possibly say in your behalf if he were here?" asked the judge. "Yer honor, to satisfy my curiosity on that point is exactly why I want him heard."

There have also been workers on the Canal in Gorgona and a few shirks. A number of energetic, active hustlers and

a few to set them off by contrast. Among the former might be mentioned our first master mechanic, Mr. E. C. Cummings, a bundle of nervous energy, a human dynamo of driving force. His desirable qualifications put the present mammoth Gorgona shops (before this moving and breaking up started) in this town and also may now be responsible for a few (or more) thousands expenditure for temporary installations and moving, that might have been avoided if originally constructed somewhere else. Thus it is, as pessimists say, we all cost the I. C. C. and Uncle Sam our share. If active and industrious we make more and larger mistakes because we do more. If indolent and lazy we take our "30 days" and enjoy the bathing, sea breezes and luxurious ease of Taboga. Some of these get to Taboga similar to the Irishman's cause of action against the Company. "Why, Pat, what are you suing the Company for?"—"I was carrying a heavy casting and they blew the quittin' whistle and it dropped on my foot, and I want damages."

'Tis said you can't be perfect, so why try? Look at the fizzle(?) in attaining perfection our Secretary has made! A perfect one would have pleased everyone. A lot of us kick and have growled because the pool and billiard hall and bowling alley have not been opened on Sunday. Some of us because the refrigerator has not been properly stocked and with the right kind of goods and others of us because basket and indoor baseball games were not opened by prayer and the house entirely closed on Sunday nights to avoid competing with a sermon. Yes, "variety is the spice of life" and we've had it!

'Tis said New York is the melting pot of nations; the crucible into which human metal of all classes and grades is thrown to produce therefrom the perfection of refined humanity toward which we all strive—in our dreams. (Most of us on the Canal Zone can't remember them in the morning!) Gorgona in a similar manner has been a receptacle of good metal with a little scrap (part of "House 3") from all quarters of the U. S. A., and a sprinkling from elsewhere. These vari-

ous elements have to some extent fused and formed their own distinctive character and town spirit; in some ways, this town is noted throughout the Isthmus. It has its own distinct industrial achievements, the biggest carnivals and celebrations and banquets anywhere attained on the Canal Zone and it is noted for its co-operative spirit, enthusiasm and loyalty as proved by the crowd here tonight.

On the Zone and in Gorgona with our work and our play, our churches and saloons, our prayer meetings and "House 3", our riding parties and woman's clubs, our benedicts and bachelors, our winners and our losers, our ins and our outs, our politics and our commissary gatherings, we have had, or given to all, an opportunity seldom secured to observe the various and divergent ideas of humanity and furnish considerable proof that most of us are or were more or less what our previous training and environment had made us, and we should therefore be somewhat tolerant of opposing views and as additions to other towns in the future, perhaps devote more time to eradicate causes of and prevent undesirable traits in humanity than devoting our time criticizing each other's weakness.

Naturally during our period on the Isthmus, we have become accustomed to more or less changes in surroundings and in our associates. Yet, I doubt, now that we are about to say final farewell to the scenes of past years, a long and perhaps final good-bye and luck be with you, to many of our associates, if there is a single one whose hopes for and dreams of the future and what it may hold, entirely crowds out all pangs of regret at the severance of so many ties that have held us together and to the town we have worked so hard to drown—and now so nearly succeeded in doing. The "destroying angel" has left his marks!

Many of us at times may indulge in flippant and frivolous comment; yet when we see our comrades of months and years in the joys and trials of our Zone labors and associations leave daily, and know that the time for "coming back" is about past, there are other times when even the most callous and hardened

are silent and perhaps realizing that in spite of all past thoughts to the contrary, some ties that have formed are hard to break. Years to come will no doubt bring to us all many pleasant and delightful recollections of scenes that lie buried under the water of Gatun Lake and sweet memories of days that are past, and, oh! the stories you'll tell 10, 20 and 40 years from now to your children and grandchildren!

Note:—Above is one of addresses at final gathering of the clans in Gorgona at the Club House Friday evening, July 25, 1913.

It might be stated for the uninitiated that "House 3" was simply one of the bachelors' houses with a reputation. We omit recounting what transpired within its walls as few who took part would be able to give an unbiased report, and no strangers ever entered except as vouched for by the hosts. We understand, however, that if a "Kitty" had been collected from all the pots that were won and lost within the various rooms of this house, it would materially assist a number to meet the H. C. L. of current days.

House "99" might equally well have been taken as an illustration, but it was in a more secluded location and not so conspicuously known.

If in the future the "Kangaroos" or other fraternal orders want endorsements of "good scouts", or some burlesque outfit asks for references from applicants, we recommend acceptance of all who can prove residence in "House 3"; Gorgona, we mean, not Panama!

Other Canal Zone towns had their rivals of House 3 and 99, but they were not so well advertised.

CULEBRA'S FUNERAL OR FAREWELL.

BY F. G. SWANSON.

Emerson in his essay on history says: "The student is to read history actively, not passively; to esteem himself the text, and books the commentary. . . . I have no expectation

that any man will read history aright who thinks that what was done in a remote age by men whose names have resounded far, has any deeper sense than what he is doing today."

Now—I am not seeking authority for you who have lived on Knobb's hill and been with and of the "Highbrows" of the Canal constructing force to have any better opinion of yourselves than you already have. I have been told and perhaps also at times observed, that it is quite unnecessary, and also for me as a representative of a "rough-neck" town it would be ridiculous if not "carrying coals to New Castle." In order that you may retain the same high opinion of yourselves as all the rest of us have . . . (of ourselves) I will not cite any of the championships that you did not win, nor mention any heroic work in building the Canal as performed by others. It would not be appropriate even on the ground of attempting the unusual at an anniversary celebration or changing the style of funeral sermons.

There has always been a struggle and a lot of rivalry between "brains" and "brawn" and between "high-brows" or "intellectuals" and "rough-necks". As a representative of the one indulgently permitted to continue on the payroll after the wreck of his tribe at Gorgona and still more indulgently permitted to condole with you this evening and criticise the funeral arrangements and inspect the floral tributes we now pay to the other, it would be too much to expect that I would be so grateful at not having sunk with the "rough-necks" town as to now allow that you over whose remains we now hold last sad rites, had built the Canal alone.

I am somewhat in the predicament of the politician whose greatest and often successful rival had died. They had always opposed each other, always lined up on opposite sides of all questions and probably like the "high-brows" and the "rough-necks" of the Zone been most nearly happy when opposing each other. The surviving man was asked if he expected to attend the funeral of his rival. Knowing custom and that nothing but good was to be said of the dead, and believing that

his presence at the funeral might be construed that he finally allowed that there was some good in his rival which he had always strenuously denied when he was living, he was in a quandary as to the proper course of conduct. After giving the matter due thought, he replied that he would not go to the funeral but that he thoroughly approved of it.

I am so unconventional and bold that I come here this evening and say that I thoroughly approve of these funeral obsequies and of the fact that building the Canal has reached the death stage for Culebra. As a club house, you have lived through one seven-year cycle of existence and during that brief period, (with the aid of the rest of us—we, too, believe in Emerson's theories and therefore object to underestimating ourselves). You have built the Canal and have fulfilled the main "raison de etre" of your life (or existence if you prefer) at Culebra. The world will little note nor long remember either flattering or unkind remarks that I may make on this occasion; it will not, however, soon forget what you have done here (also with the help of the rest of us).

"The moving finger writes and having writ moves on, nor all your piety nor wit shall lure it back to cancel half a line." (Cucaracha slide has at times seemingly, and may again). You have, however, probably worked yourselves out of easy jobs and easy money, out of free light and fuel and no rent, and comparatively easily have established yourselves in the world's memory by virtue of what you may have done in the world's behalf. There are now two courses open to some of you. You can retire on what you have retained and have yet to spend, and reflect that always "the paths of glory lead but to the grave", and impress upon your grandchildren that the builders of Goethal's Gateway ought to be more highly honored and have a higher place in the annals of fame than the soldiers who gave Tennyson his inspiration for "The Charge of the Light Brigade".

Those of you who have neither obtained, even at Culebra, nor retained the wherewith on which to retire, and any of the

rest of you who have, but so elect, can join the happy band of optimists composed of the rest of us who have already surrendered our homes to the waters of Gatun Lake and to the demands of the Canal and eternal progress and are cheerfully looking for new worlds to conquer, either in Alaska or elsewhere.

In conclusion I will excuse myself for any seeming irreverence in my remarks on this occasion, lest you may not, and say I fully realize how weak and fruitless would be any words of mine should I at this moment attempt to beguile you from your grief so overwhelming . . . on exchanging lucrative jobs, as compared with others on the Canal, and economic advantages for more honorary positions among the world's renowned and the thanks of a grateful nation which you have served so well (while serving yourselves).

However, the night is always darkest just before the dawn and the balm of time is wonderfully soothing and healing. Therefore, in congratulating you on what you have accomplished up to this seventh and final anniversary of activities of the Culebra Clubhouse, I will also state that we confidently expect you to cheerfully face whatever the future may hold for you, even if the Colonel or the Canal does not immediately pay you your "longevity", of which you were unjustly deprived, especially you who never received it; and notwithstanding this evening's mourning and sighs for the days that are now gone, you will yet firmly believe with me that "the best is yet to be".

It is a compliment to your fortitude that you take your own funeral so cheerfully!

Note:—The above was one of the numbers on the Farewell program, May 22, 1914, that told of the doom of "High-brow Hill."

THE LAST HOPE BLIGHTED.

BY GRANTLAND RICE.

On account of the scarcity in lumber the price of coffins is slated for a big advance. The charge will soon be almost double former prices.—News Note.

The cost of living's booming fast—there's no denying that—
For no one but a millionaire just now can rent a flat.
The cost of food is something fierce—no matter where we try,
And now, alas, O blighted day—it costs us more to die.

It costs us more to keep a cook—it costs us more to play—
It's costing more to print this junk I'm grinding out to-day.
It costs us more to drink and dress—it costs us more to smoke—
But now the worst of all has come—it costs us more to croak.

It's money, money all around for everything we do—
O, tell us, kind and gentle friends, what are we coming to?
The poor man once could dream of rest when in the grave he'd
lie—
Now only the exclusive rich have got the price to die.

A guy can do without a drink, or ease up on his grub—
And, like Diogenes of old, take lodging in a tub—
A guy can cut his smoking out and bid his cook goodbye—
But who can cut the coffin out when it is time to die?

Alas, alack—O blighted day—O wretched fate in store—
No matter what we tried to do, its costing more and more—
Excuse me if I seem to wipe a tear drop from my eye,
I find I can't afford to live—nor yet afford to die.

NOTE: To assist those wanting to die on the Canal Zone, the Panama Canal, anticipating the above increased cost of lumber for coffins, completed and opened for business a fine, up-to-date crematory, January 6, 1915. Satisfactory service is guaranteed or money refunded to patrons on demand.

If General Manager R. K. Morris does anything to knock the props from under commissary prices to assist Panama Canal employees desiring to live, we will report it in the future

editions of the Year Book; there is nothing of this sort to report for 1916.

Like in Europe, those in the Canal Zone desiring to depart this world of toil and care seem to have the best of it. It is therefore recommended that all our readers contribute liberally to campaigns now being waged by Isthmian churches to secure additional pilots to the Pearly Gates, and suggested to the Panama Canal authorities that an increase be made in the force of firemen at the Crematory.

MORE TRUTH THAN POETRY.

BY JAMES J. MONTAGUE.

In Pittsburg Post.

WHAT ALWAYS HAPPENS.

"What's this? Six cents a loaf for bread," the wrathful public cries.
"This outrage fills our honest souls with horror and surprise.
We will not stand for it, not we! There's such a thing as law!
Our hard earned savings shall not feed the Bread Trust's hungry maw.
We will not be imposed upon. That's not the way we're gaited;
These predatory pilferers shall be investigated

And lo! a solemn body is appointed by the courts,
To sift the subject to the dregs, and presently reports:

After due investigation we have found that bread costs more at the
baker's and the grocer's than it ever did before.

"Gee whiz! So milk is up a cent" the sovereign people shout.
That's nothing short of larceny, and we will find it out.
No trust shall corner all the cows this side of Bangor, Maine.
And not be brought before the Bar and ordered to explain.
For just such wicked plunderers our statutes were created.
This last piece of robbery shall be investigated.

And lo! the proper persons, by authority of law.
Investigate the price of milk, and these conclusions draw:

After due investigation, which has gone extremely deep,
We deem it proper to report that milk is not so cheap."

NOTE:—Above is reprinted for respectful consideration
in connection with slide reports on the Panama Canal:—

"The slides will stop when the hills stop sliding."—Ed.

THE OVERHEAD.

Mary had a little lamb, which retailed at the shop,
When it was trimmed and weighed and wrapped, at thirteen cents a chop.
But Mary did not buy the lamb in such a vulgar way—
She ordered it one evening in a Broadway cabaret.
And charged against the little lamb on which the lady fed
Were these expensive items which were listed "overhead":

The wages of three Fijis who, with easy nonchalance,
And clad in sundried seaweed did a South Pacific dance;
The pay of ten Kanakees who picked rag-time numbers gaily.

At so much per rag-time ditty, on the tuneful Ukalele.
The money spent on dishes and the sad-faced Greeks that carry 'em,
The cost of decorations, and the bouncer's honorarium.

Mary had a little lamb, as I have said before,
And when these things were added it cost more, and more, and more.
But Mary munched her little lamb, contented and serene,
And one-step, every bite or two, around the gorgeous scene.
And never did the price of it her radiant pleasure dim,
She brought her fiance along, that jolt was up to him.

—By JAMES J. MONTAGUE.

NOTE:—And yet they talk of the Mechanical Division.—
Editor.

TRIAL JUDGES RIGHT MAJORITY OF TIMES—

BUT SETTLE YOUR SQUABBLES OUT OF COURT.

Mathematics and a few other things are regarded as EXACT SCIENCES. That is mathematicians undertaking the same problems are expected to get the same results. Agriculture and other sciences are not regarded as exact sciences. That is agriculturists (in plain country language—farmers), undertaking to produce the same crops do not secure identical results. For examples, we have office agriculturists who can raise onions in Texas by the car-load from garden spots, tomatoes in the Everglades as large as pumpkins, apples in the Northwest for nothing a bushel, and celery in Florida for less than cost of harvesting swamp grass. Real farmers do not equal these figures but have the things to eat when hungry. Therefore good farmers or agriculturists may be differentiated from mathematicians and exact scientists, and rated much as ball-players on averages. The results along desired lines while not always the same, average high in the right direction.

The LAW is somewhere betwixt and between an exact science and a guessing contest. A good Guesser, with but two alternatives to choose from, ought to guess right a little more than half the time.

Therefore as recorded in the records, the Trial Justices of the former circuit courts of the Canal Zone from period of July term, 1905, to October term, 1908, made a bit better record than good guessers. A perusal of the first volume of "Canal Zone Supreme Court Reports" gives us the following data. A careful analysis of thirty-six cases reported (all that went up on appeal) shows that fifteen (15) were "affirmed",

ten (10) "reversed and remanded", one (1) "reversed", three (3) "affirmed in part and reversed in part" (in other words, declared draws), six (6) "dismissed on motion of Appellants", and one (1) "dismissed by agreement of parties."

An analysis of the above for the layman in ordinary English free from technicalities of the law indicates that in one case the contesting parties got tired of waiting for court "justice" and settled their differences between themselves, perhaps by drawing lots as they might have done in the first place. That in six cases that appellants who went to the high court took the "sober second thought" and decided to let bad enough alone. They probably were broken or at least badly bent and thought they could dispense with the knockout blow. This disposes of seven cases without action by the then highest fountain of wisdom—the Supreme Court of the Canal Zone.

Eliminating these seven from the thirty-six, there remain twenty-nine of which three were "affirmed in part and reversed in part". Or in plain English, the trial judge below had some of the dope analyzed properly but went astray on other portions. He was part right and part wrong—and the reference above, therefore, called them even breaks and gave decisions that in pugilistic circles are announced as draws. Subtracting these three, there remain twenty-six. Of these the final decisions indicate that the Supreme Court Justices opine that the trial justices were right fifteen times and wrong the other eleven times. Therefore they endorse or "affirm" fifteen decisions, take it upon themselves to "reverse" one and "reverse and remand" the other ten. That is they direct that the trial justices reconsider the cases and see if they still consider their former decisions correct after having been given tips along certain lines by the court above.

We have carefully trimmed the above in favor of the trial justices. It may be we ought to count those three draws as they do drawn games in chess and checkers, a half point for each side. That would give the results of the original

hearings by the trial courts sixteen and one-half to twelve and one-half instead of fifteen to eleven, or a percentage of accurate decisions of 56.9 percent instead of 57.7 percent, (assuming, of course, that the higher court never errs).

From the above the layman may deduce, always ASSUMING THAT HE CAN PAY HIS ATTORNEYS, that if not satisfied with a trial judge verdict that he has eleven chances out of twenty-six or possibly twelve and one-half out of twenty-nine to secure a different verdict in the court above. If he won in the lower court and his opponents won't accept the judgment without appeal, he stands eleven chances in twenty-six of losing in the higher tribunal, (or 12 1-2 in 29). Assuming that all parties are gamblers and wish to play the game and pay the kitty (attorneys' fees and court costs), fight it out. Otherwise it would appear to be good business for the winner to accept anything not less than 15-26ths or 33-58ths of the "pot" in the lower court rather than continue the game. It would also appear equally desirable for the loser to pay willingly not over the above minimums of the winner rather than try it over in the court above. However if litigants like the game and believe in supporting lawyers as gamblers do the faro dealer or the house man play it out. Nobody likes a quitter, especially lawyers. Otherwise the moral, settle your squabbles out of court!

A REMINISCENCE OR TWO OF TABOGA.

BY ANDREW W. DEWLING.

Old timers, do you think that we shall ever forget the old Taboga days? No more, I imagine, than we shall ever forget our childhood days; for like them, the new environment was wonderfully different than any we had lived before. No matter how else life on the Isthmus affected us, we were at least interested. We had not yet acquired the Isthmian stare. And Taboga was the great event of those childhood days of Isthmian life. It is a kindly law of compensation discovered for us, and if unfortunately you missed those old Taboga days, you miss them less now, and have less of yearnings.

If, during the long lapse since those happy days, some Chagres man has inadvertently discovered himself in bed at 9 P. M., there must have come to him by some occult suggestion—a RAP on his door, and then! NOT the raven! but Dr. Randall's hypnotic formula: "Nine o'clock, gentlemen, lights out!" And then the dream began—of star-kissed waters, Zephyr breezes, palms stretching—never mind, Gilbert did it much better; but I know the hills of Toboga and they told me of their little romance and the secret of their being. I'll whisper it to you, and with the editor lies the responsibility. He told me to:

They to Neptune's realm belong,
But pushed their heads above the waters,
(Old Neptune saw no wrong)
And sought the fairest of Dina's daughters,
(Dina thought them bold)
But lovers they together saw the light.

And now, the Sunset brings her gold,
O'er them her beauty spreads the night,
Deep, restless ocean grows serene,
The silent constellations linger on their way;
All make Taboga nights a wistful dream,
Beauty and enchantment fills the day.

The Randall "taps," abrupt endings of our perfect days, sometimes peeved us, but among the pleasant memories of Taboga, we now remember them only as punctuation marks at the end of delighted chapters. The completed book was usually only seven chapters. But how we ever sought the sequel.

To do the Editor justice, brothers of the Chagres, I will say that I was not asked to romance. He asked me to write a couple Taboga stories on old friends whom you all remember, but I can't help working off a little sentiment first when thinking of Taboga. In all I spent 18 months at Taboga, and even Gilbert knew that it was there that nature retired when her day's work was done. I have watched her do so. Before that, I had drunk of the Chagres.

I shall now shake off this sentimental mood and endeavor to fall en rapport with the spirit of "Panama Life." No, "Panama Life" is not dead, but the spiritualists say that one may fall en rapport with the spirit of the living or of those who only sleep. If the stories that follow are not live enough or a little sleepy, please blame it on the "en rapport." I have friends who edit the "Panama Life".

The humor of the following stories will appeal in the proportion that you know and remember the characteristics of the friends mentioned, and I am sure that if they happen to read them, none will appreciate them more than they.

ONE ON DR. RANDALL.

Dr. J. P. Randall, Superintendent of Taboga Sanitarium, (1905-1908) could not have sat well in a poker game, for his face and the top of his head, a bald dome of generous proportions, by their shades of pink and red, were exact indicators of internal affairs. Too much steam was not necessarily an indication of great danger (except to himself in a game) be-

cause the surplus steam blew off easily, the dome would resume its normal shade of pink, and the Doctor was again the kind-hearted individual he really was, ever ready to make amends.

You will remember that every patient at the Sanitarium was required to report at the dispensary daily, immediately after breakfast. If a patient failed to report, Dr. Randall was much vexed, and usually dispatched a messenger for the truant, who was in for a reprimand. If one of the Spanish or Italian patients failed, the safety valve saved the good Doctor from spontaneous combustion.

One morning, immediately following a heavy admission day, the following incident occurred: Breakfast was late; Dr. Randall's waiter had dropped a tray while serving breakfast; the nurse had bungled the dispensary list and patients were unusually slow to report. Everything seemed to be going dead wrong. The maximum of steam was up and already attendants had been dispatched to round up some delinquents. Just about the time that exasperations had reached the bounds of endurance, one of the patients, a youth of rather rough address, and late to report, demanded, rather than requested: "Doc, I want to stay over another week". Dr. Randall had always resented being familiarly called 'doc' by any of the patients. "My name is not 'doc', and you can't stay over another day, if your time was not already up I should send you home anyway; what do you mean by not obeying the rules of this hospital," the doctor popped off.

By this time the doctor had reached the list of Spanish and Italian patients. Several were late, and had to be rounded up. One of them by the name of Jesus Cristo the attendants could not find at all. This was too much and the good doctor rushed from the Dispensary to collar the culprit himself. Just as he rounded the corner of the main corridor he ran full tilt into the youth who had previously dubbed him "doc," and an extra pint of red was jolted into the dome. Maliciously, or forgetfully, I don't know which, the incorrigible youth blurted

out: "What's the matter, doc, who're you lookin' fer." "Jesus Christ", replied the doctor, "but I don't know as it is any of your damn business; like a good many more of you around here he thinks he is running this place." Several of the good ladies crossed themselves, and the less reverent grinned. Later, when I repeated the incident to him (for he generally had a keen sense of humor) I am afraid he was still somewhat annoyed, for he dryly remarked: "Yes, some of those foreigners have strange ideas about naming their brats. It seems sacriligious to me."

ONE ON COL. GORGAS AND DR. CARTER.

Colonel Gorgas, Chief Sanitary Officer, and Dr. H. R. Carter, Director of Hospitals, of the old Isthmian Canal Commission, affectionately remembered by us all, and more especially by the old hospital corps, were frequent Sunday visitors at the Sanitarium. On one of these visits a small party of us, including the two chiefs mentioned, climbed a hill immediately back of the Sanitarium. The ascent was nearly perpendicular on all sides, and it was only by great exertion and some danger that we succeeded in reaching the summit. Great was our surprise to see quietly chewing her cud and apparently perfectly at home a full grown cow. Nearby, in front of a thatched hut, sat an old colored Jamaican. Dr. Carter rubbed his eyes and with considerable interest, but somewhat facetiously, addressed the old Jamaican: "Uncle, by what great feat of engineering did that cow get up here?" "O, yes, sir, she have very good feet, sir, but they didn't bring her here, sir," replied the darky. "Well, I don't understand how in the world you ever got a cow up here at all. How'd she get here, Uncle?" requested Col. Gorgas. "Easy, sir; easy, sir," replied the darky. "She were born here, sir".

ONE ON "TOM" COOK.

On Saturday night, long after the five-o'clock dinner at the Sanitarium, Colonel Tom Cook—and who doesn't know "Tom" even if you have never met him personally—came

ashore in the village from one of the Pinel boats, which made a trip to Toboga every Saturday night. I always was glad to have Tom come to the Sanitarium, because his good nature seemed to permeate every nook and corner and meant lots of fun. I happened to be in the village at the time of his landing and solicitously offered to accompany him to the Sanitarium and provided him with some sort of a picked-up lunch as well as assign him to a room. He said that he would get the room later but that he did not intend to impose on my good nature to the extent of having a lunch prepared, and no amount of persuasion could make him give up the idea of securing a lunch at the White House (Paniza's). An old Barbadian woman waited on the table and the following conversation ensued:

Waitress: What'll ye 'ave, sir?

Tom: Bring me two or three fried eggs and some coffee.

Waitress: We don't sarve two or three h'eggs, sir.

Tom: Go long, woman, bring me two eggs, and you're lucky that I don't want a dozen.

Waitress: But we don't sarve two h'eggs, sir.

Myself: See here, Hilda, Mr. Cook's my friend and we are going to pay for these eggs so run along and bring him a couple of eggs.

Waitress: But Mr. Dulan, I already clarely conformed you, sir, that we don't starve two h'eggs.

Tom: Well, for Heaven's safe, woman, I'm nearly starved while you argue, so save a starving man's life and bring me ONE, O-N-E, one h'egg (mimicing).

Waitress: But we har'nt got any eggs, sir.

This Barbadian circumlocution was too much for the hungry Tom. I was not hungry and must confess that I inconsiderately laughed. Tom floundered and glared and finally bought a bottle of Scotch, then dryly remarked that he was prepared to accept anything in the way of a lunch that I had to offer.

HAPS AND MISHAPS.

BY J. WYNNE.

NEAR BUT FAR.

On Saturday night several years ago, an old time foreman of the Central Division came to Panama on the usual weekly errand; accompanied by a friend he went to the Hotel Metropole and while liquidating an all-wool, yard-wide thirst that had accumulated during the week, proceeded to finish the evening's duties by attempting to purchase the winning number in the Lottery. By the time a ticket vendor got around to their table, both of them had good sized cargoes stowed away and after making various selections they spied one lonely piece of a ticket at the same time and both wanted that one piece; as neither would give way to the other, each claiming he had seen it first, they finally compromised and decided to go halves. In order to make sure that everything would be on the square, the ticket was folded diagonally and cut in two, each retaining a half, with the numbers jotted in pencil on the margin to make sure.

The friend, a married man, took the late train back to the Old Homestead, but Jim being unattached, remained overnight and was among those present at the drawing Sunday morning; he had the lower half of the ticket which showed the numbers, in addition to the pencilled ones put there the night before and you can imagine his joy when he saw, one by one, those numbers reproduced in brass on the bulletin board as the drawing proceeded. Visions of a large and juicy vacation back amongst the old folks danced before his delighted eyes; no train being available at that hour, he climbed into a cab and promised double fare for fast time; arriving at

the friend's house in Corozal, he leaped from the cab, ran in, grabbed him and whirled in a mad dance around the rooms. When he finally calmed down enough to relate the cause of his exuberance, the friend dug into his pocket to produce the missing link, in the shape of the other half of the winning ticket; but, ALAS and ALACK, it was not there. Pockets were turned inside out, linings ripped open, dressers ransacked, clothing tossed hither and yon, the whole house turned upside down, but all in vain.

When it finally dawned on them that one-half their winning ticket was irrecoverably lost, they held a consultation and decided to present the half they did have to the Lottery Company and make claim for the money. They did so the next day, but were gently and firmly informed there was "Nothing Doing", on the ground that if the other piece should be found, the company would be liable for that also, if they were to pay on one-half. So Duque is \$1,500.00 to the good on that week's drawing and the last time I saw Jim, about three years ago (I think he has since left the Isthmus) he was still carrying his piece of ticket with him. Had it pasted in his spectacle case, where he saw it every time he took out or put in his glasses and was constantly reminded of the old saying "There's many a slip 'twixt cup and lip."

SOME SPELLER.

Jim had a roommate of whom he was very fond and was continually boasting of his various good qualities and particularly of how smart he was. "Why," he said one day, "that feller kin spell anny wurrd in the English alphabet."

HIS HOME TOWN.

One time during the visit of some of the legislators from Washington, a certain Senator's name was mentioned and Jim claimed to know him intimately, and declared his intention of calling on him. "I first met him years ago in the west," said Jim, "but he comes from the south originally; he was raised in a town called Alabama, Georgia."

WOULD YOU?

One afternoon in the Sanitary Office at Ancon all hands were sitting around with little to do; the work there was kept up to the minute and it happened that occasionally we sat around indulging in the gentle game of getting your neighbor's goat; on the afternoon mentioned Freddie Pearman and several others were bent on getting the one belonging to Ben Weiling, one of the old time stenographers, now a prosperous dentist in Detroit; Fred asked Ben if he had a chance to be born over again and was given his choice of nationality, would he again elect to be a Jew. "Certainly," said Ben without a moment's hesitation. "You would," asked Fred, "Why?" "Well," drawled Ben, "all the Christians I ever knew or heard of, have been worshipping a Jew for nearly two thousand years."

WHO IS WHO?

This same Freddie was the crack third baseman and sometime Captain of the old Champion Ancon Base Ball team; the old timers will probably recall to mind that while Dame Nature was generous to a fault in supplying his physical needs, she was rather parsimonious in fitting out his vocal organs. To be frank, Freddie's voice, especially when he tried to make it far reaching, sounded somewhat like a tin whistle emanating from a boiler foundry.

But Freddie coached and rooted like the real player and fan that he was, in spite of the kidding that he had to take; but one day, in one of the big games at Empire, he had one handed to him that was like unto the cruel blow that killed poor father. He was doing his "dam'dest" on third base line, testing his lungs to their utmost and working his tin whistle overtime, when during a momentary spell of quiet, a girl in an upper seat in the grand stand, called in a clear, shrill voice that could be heard distinctly clear out to where Freddie stood, "Oh, Jack, who's the guy with the blonde voice?"

THE MAIN THING.

Speaking of ball players reminds me of the story that Bob Martin tells on Dr. Drennan; I wonder if it is necessary to state here that "Doc" is our star left fielder and Bob the official Base Ball "Dopist" of the Isthmus. Any way this is Bob's story: "I got up one morning feeling like a busted German submarine in the English channel, a head that ached so bad I couldn't even use a towel to comb my hair and a stomach that refused to be introduced to anything, wet or dry, hot or cold; nix on the happy Ha, Ha, son, I'd been off the stuff for a month. Well, I managed to drag myself as far as the Ancon Dispensary, figuring if I got no relief I'd have them shoot me up the hill in the wagon and do something, I didn't care what. I no more than got inside the dispensary door, than "Doc" with just a glance at my woe be gone mug, but nary a query as to how I felt, called out cheerily, "Hey, Bob, what's my batting average?"

AND THE LITTLE DOG LAUGHED.

I had been feeling miserable for some time and stopping at Ancon Dispensary one morning on the way to the office, Dr. James prescribed complete rest and quiet for a week; I acted on his advice and secured a private room in Section C immediately. An old friend making his usual call at my home that evening, started at once for the hospital to see how I was progressing; just as he arrived in front of Dr. Connor's house, the Doctor and Mrs. Connor happened to come out, followed by their dog, who was limping painfully on three legs, and the following conversation took place:

"Good evening, Doctor."

"Good evening, Henry."

"How is Joe?"

"He is getting along all right now, but he was in such bad shape for awhile I thought we might have to shoot him."

"What?" gasped Henry, "why—why—what on earth is the matter with him?"

"Oh, he was run over by a trolley car and got one hind leg broken, besides several bad bruises."

"Why, Doctor, who in the world are you talking about?"

"My dog, Joe."

"Thank Heaven! I was asking about Joe Wynne."

"Oh! I don't know anything about him."

THE BATTLE CRY OF PEACE.

Before there was any school at Balboa the kiddies from that village traveled to and from Ancon in brakes furnished by the QMD, and they sure had a good time doing so; almost invariably they were shouting their school yell as they passed my house and it sounded so amusing that I took pains to learn it. I believe it deserves a place in our year book, as unquestionably, many of these kiddies' daddies are members, so here it is:

One, two, three, who are we?
We are the kids of the I. C. C.
We are rough, we are tough,
We are the kids that never get enough.
First in war, first in peace,
And first in the hands of the "Spigotty" police.

MUSIC HATH CHARMS.

On my way home one evening I noticed the Bajan maid that took care of the kiddies next door walking rapidly up and down under the house, with a baby in her arms and crooning such a peculiar sounding tune that my curiosity was aroused; making a pretense of examining some new plants that were just taking root, I managed to draw close enough without attracting her attention, to hear what she was singing.

Up and down, back and forth, her feet keeping time to some doggerel air, went that big, overgrown chunk of charcoal, singing, over and over again, these words:

"AND THE LORD SAID UNTO MOSES, CHUT—MON."

A JAMAICAN CORRESPONDENCE COURSE.

This one was told me by "Billy" Barker: A Jamaican working for a friend of his asked and was granted permission

to be off a few days to get married. A few weeks later he asked permission to get off in order to visit his wife, whom he said was in the hospital; "What's the matter with your wife?" he was asked. "She's got a baby sor," was the answer. "What? Why you were only married a couple of weeks ago." "Yes, Boss," he replied, "but we's been correspondin' a long time."

A P. C. E. A. STORY.

Many amusing incidents came under my notice during the strenuous days when every effort was being made to raise the funds necessary to keep our Committee in Washington; a great many of our wives were naturally interested and did their little bit toward helping the good work along. At a little gathering of ladies one afternoon on the heights, the talk drifted to the chances for and against the prospects of securing the "Bonus" and a certain employee's name was mentioned as one of those who had shirked his duty by not paying in his ten per cent.

First Lady said, "Oh, he claims there is no chance whatever, and anyway says he don't need it, as he has an income outside his salary, therefore is not interested." Second Lady said, "I wonder? He works in the office with my husband and was very much worried when all the talk about reduction of force was going around a few weeks ago." First Lady: "He's a cheap skate anyway, and I'll bet if the 'Bonus' does go through he'll be one of the first in line at the pay window with his hand out." Second Lady: "Yes, and there'll be a whole lot more like him in line that never came across; it would serve them right if it could be arranged that only those who contributed should receive the benefits." First Lady: "You've said it; and I'm next to a whole bunch of that kind. My husband brings home every Bulletin as soon as it is published, with the names of all those who have paid in, and the first thing I do when I get it is to look for the names of everyone I know." Second Lady—hurriedly: "Oh, my husband

hasn't paid in yet, because he had so many other things to do with his money, but he is going to pay in this pay day." AND HE DID.

TALE OF A SUFFRAGETTE-OR.

My wife made one of her periodical trips to Ward 15 about a year ago and I stayed home on fifteen days' leave; after that experience at housekeeping I am on record as willing to tackle any dam job on the Isthmus in preference to the one my wife holds down as general manager of our household. Listen and you will learn why:

My wife went away one day for a stay,
To indulge in the twilight sleep;
While I stayed behind, four kiddies to mind
And no maid to help me housekeep.

I've had some tough jobs, with all kinds of slobs,
That at times have made me feel sore;
This housekeeping stunt did sure make me grunt,
I'll never try that any more.

As morn would draw near, I'd rise up in fear,
To take up my burden of woe;
Kids would be squawling, oh such a bawling,
As on with my duties I'd go.

I woke up one morn, all frazzled and worn,
One kiddie called loudly and said:
"Oh, Daddy, come quick, Adele must be sick,
She's made such a muss in her bed."

Quite frantic with rage (she's three years of age),
I almost went out of my head,
And rushed in to see (relief came to me),
A ginger snap crushed in the bed.

USELESS CITIZENS ON THE CANAL ZONE.

(If the shoe fits, put it on.)

Mr. _____ is one of our most prominent useless citizens. It has been said some men are born useless, some acquire uselessness and others have uselessness thrust upon them. Mr. _____ is a combination of all three. If you would see uselessness raised to the nth power as one of the fine arts, you have but to observe Mr. _____.

Useless qualities began to show themselves in Mr. _____ at a very early age. One of the first useless things he did was to be born. If there is anything in heredity, we rather believe he comes from a very long line of useless ancestors distinguished only by their uselessness.

By carefully cultivating uselessness during period of adolescence, Mr. _____ began to attract attention. At first people did not take his uselessness seriously and were wont to laugh at him good naturedly, thinking that his enthusiastic uselessness was merely due to his youth, which he might outgrow. But as time went on the pertinacity with which he pursued his object of all-round uselessness soon convinced everyone that he was entirely serious and that his goal in life was probably to have written as his Epitaph, "Here lies one who can be no more useless dead than he was living."

Mr. _____ is now not quite so young as he once was, but he still presents an example of perfectly useless man. In fact, Demosthenes could have pursued oratory, Napoleon, the vocation of arms, Lincoln, the cause of humanity, and Job his career of patience, no more consistently than Mr. _____ has followed his career of uselessness to himself and others.

Recently we called on Mr. _____ to ask him to write for the year book the rules that may have guided him to attainment of his present exalted position of uselessness. He, however, considered such an undertaking quite useless and assured us that as evidenced by files in the Executive Office except for creating domestic discord there were many others equally useless who could just as competently write useless articles on useless subjects. He also remarked that except for increasing receipts of the Jardine, boosting the income of joy dispensers midst Cocoa Groves, or possibly temporarily entertaining affinities there were many equally useless as himself. He very positively stated that as regards filling space either entertainingly or instructively in the Society of Chagres Year Book, we would find many running him neck and neck in the race toward his goal of absolute uselessness.

Based on sad experience in seeking enthusiastic support and entertaining articles to be uselessly criticized by many of our useless readers, we find Mr. _____ was entirely correct. We also find that some of our members can't do anything to anybody, won't do anything for anybody, and that their usual occupation consists in monotonous repetition of "what's yours?" or "the same!"

In order to forestall useless criticism or useless comment on this useless Essay on uselessness, we inform our readers, we fully understand the uselessness of useless comment in arousing useless citizens of the Canal Zone and members of our Society from their uselessness and have therefore quite uselessly written useless additions to useless literature.

We trust our readers will have found this book quite useless and that members generally of the Society will remain equally useless as regards assisting future editors of our Year Books (we do not). It is such a delightful ordeal to appeal for contributions and contemplate the "pleasures" of a real editor in use of the "blue pencil" and then be forced to adopt these space fillers from other folks' ideas! So three cheers for the drones of society! Without their absolute uselessness, the

rest of us would have to work all the harder to stand out above the dull drab of mediocrity and the average man!

Perhaps on that theory were some of the reputations of Canal Diggers made!

—Adapted from "Much Ado."

"Ova tannas Siam
Gee vat tannas Siam
Ova tannas
Sucha tammas Siam
Inocan giffa tam
Osucha nas Siam
Osucha nass."

—Anon.

PROGRESS OF A DECADE

In Pictures

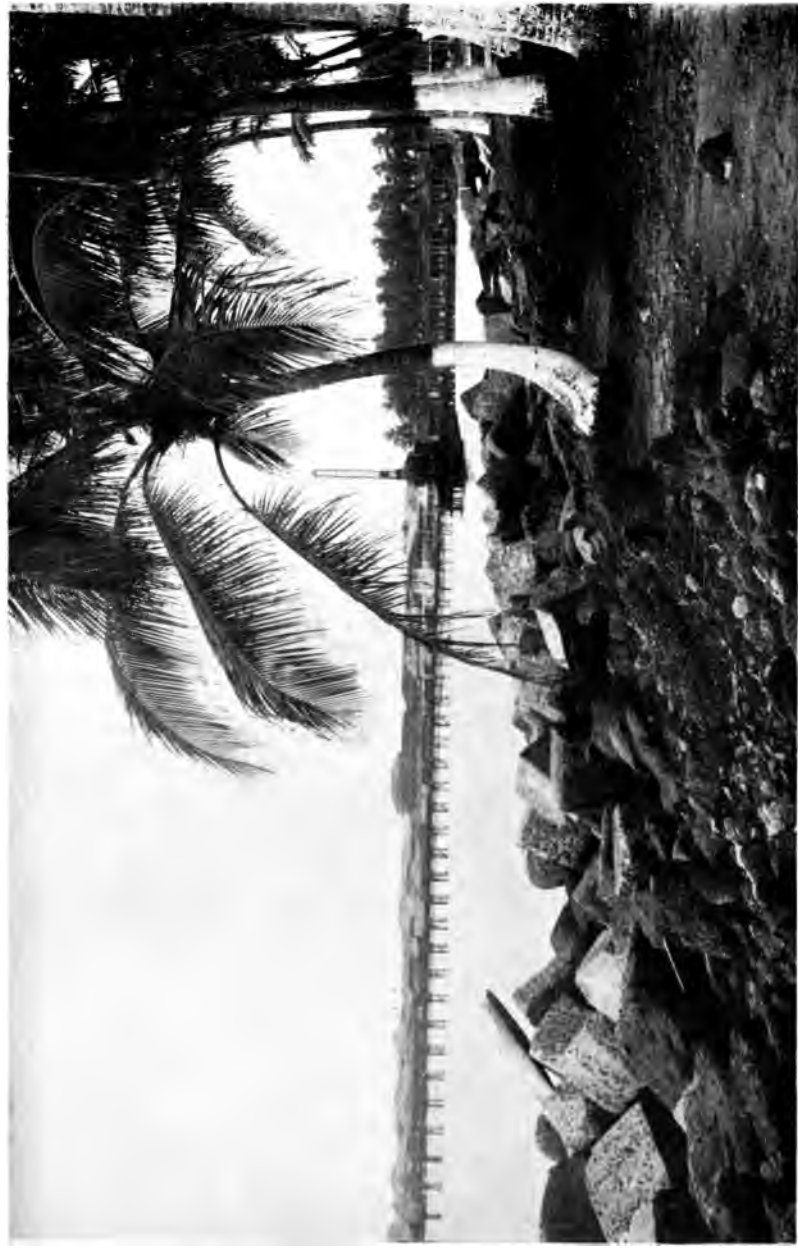
By ERNEST HALLEN

Official Photographer-Isthmian Canal Commission and the Panama Canal.

Beginning on reverse side of this page and through following pages the transformation of the Isthmian jungle into the Panama Canal is shown by the camera.

In most cases the pictures on opposite pages are taken from approximately the same spot and with the camera pointing in the same general direction. In other cases, this is not quite correct, but the views shown will clearly indicate the progress made and those familiar with the Isthmian landscape can no doubt in all pictures locate landmarks that will enable them to adjust the picture on opposite page and thus see the same scene as it appears at the later date.

Note:—Since it does not appear to be generally known to members of the Society, it is here stated the Panama Canal sells prints from negatives from which the following official pictures are taken, and from other negatives covering thoroughly the entire Isthmus and all structures of importance, to all who desire them at 20 cents each. Address the Official Photographer, Balboa Heights.—Editor.



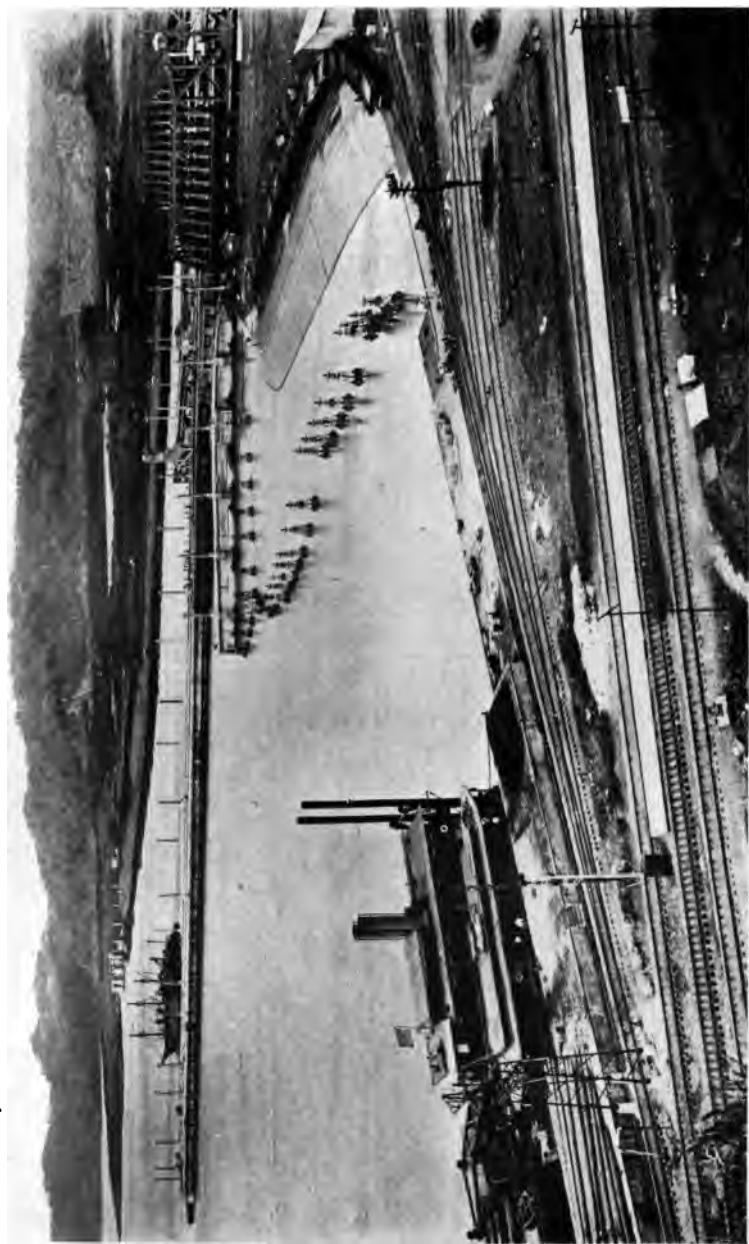
Initial Work for the New P. R. R. Docks at Cristobal.—July, 1911.



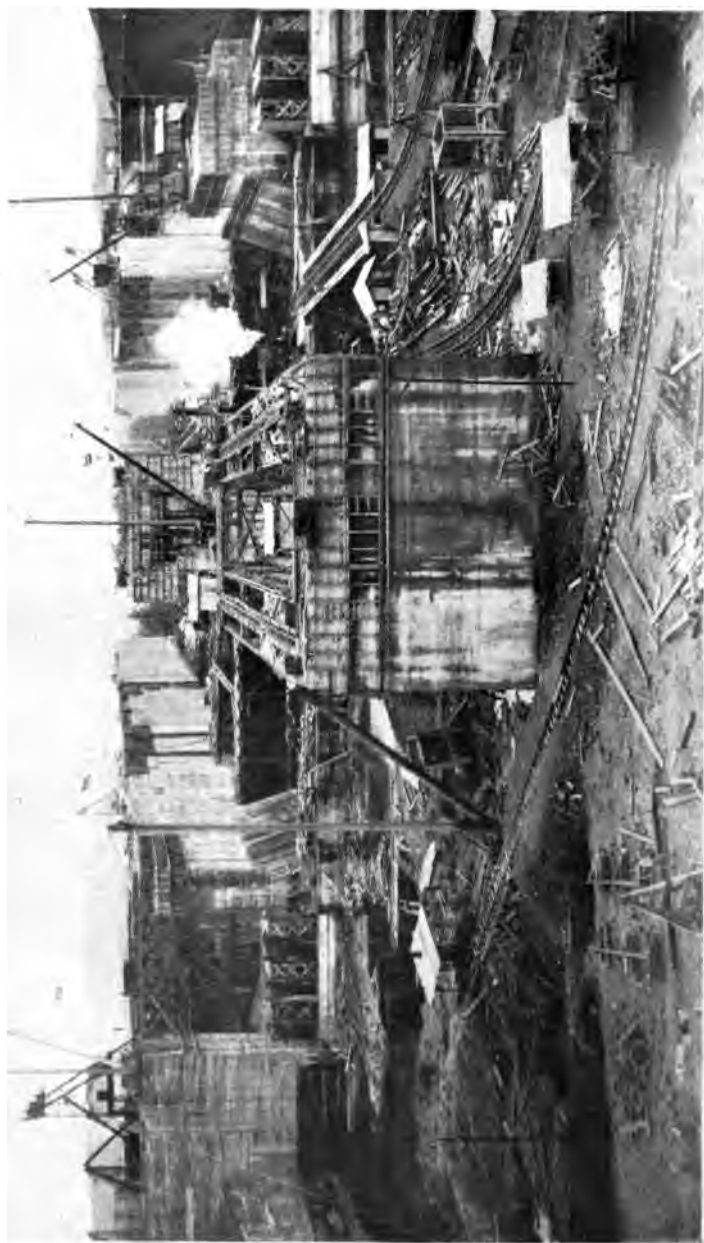
Panama R. R. Docks, Pier No. 7 from the Bay.—July 24, 1916.



South Toe of Gatun Dam and Part of Anchorage Basin. View from Water Tower.—August 27, 1908.



General View from Water Tower, looking West, Showing South Entrance to Locks.
Gatun Dam and Spillway in Distance. March 8, 1914.



General View of Upper Locks and Forebay. Looking North. Gatun.—Nov. 1, 1910.



Operation of Gatun Locks. U. S. S. "Wisconsin" in upper-east Chamber. Looking North.—July 16, 1915.



Culebra Cut. Looking North.—December, 1904.



Culebra Cut. Panama Canal. S. S. Kroonland passing Cucaracha Slide, going South.—February 2, 1915.



Pedro Miguel Locks, Looking South from West Bank.—November, 1907.



Pedro Miguel Locks. General View from Top of Cerro Luisa, looking South, Sept. 1915.



Miraflores Lower Locks, General View, Looking South.—October, 1908.



Panama Canal, Miraflores Locks. U. S. S. "Missouri" and "Ohio" in Lower Chambers, Looking North, Aug. 31. 1915



Roosevelt Avenue, Cristobal.



Balboa Shops and Third Largest Drydock in the World.

at the same time given power to choose from all sanitary measures, I would select that of doubling wages. This, in my case, is not altogether theory. In our tropical possessions, in Cuba, Porto Rico, the Philippines, Panama, the result has always come about that we have largely increased wages; the result has also come about that in all these cases we have greatly improved sanitation. At Panama, the Commission found that in order to attract labor, and keep it on the Zone, they had to increase and, within a very few months, double the wages of the manual laborer. It does not take more than a moment of thought to show to you how such a measure acts and reacts. Results take place in many directions, but particularly with regard to increasing the ability of the people to live well and get better food and better clothing. While dwelling upon thoughts such as these, I came across "Progress and Poverty." I was greatly impressed by the theory and was soon convinced that the singletax would be the means of bringing about the sanitary conditions I so much desired, and was striving for. It was impressed upon me in a concrete form everywhere, in the United States, in the tropics and particularly in Panama: the great benefit that some such scheme of taxation would confer upon sanitation.

In a city, such as Panama or Havana, the vacant lots and unimproved neighborhood were the localities which always gave us most sanitary trouble. I was soon convinced that if any scheme were brought about whereby it would be disadvantageous for speculators to hold vacant places out of use, this scheme would be of the greatest value for sanitation. It was not possible to effect this change in method of taxation in the cities referred to. I discussed this method of taxation a good deal with the officials of Panama, urging upon them the desirability of a tax levy of this kind to cover expenditures brought about by the sanitary work. I finally got the Panama authorities around to the point of seeing the justice and advisability of such methods, but the organic law would have

to be changed and this always takes time. I hope that something of the kind may yet come about in Panama.

The real scope of tropical sanitation which has been almost entirely developed within the last fifteen or twenty years, I believe, will extend far beyond our work at Panama. Everywhere in the tropics, to which the United States has gone in the past fifteen years, it has been shown that the white man can live and exist in good health. This has occurred in the Philippines, in Cuba and in Panama, but the demonstration has been most prominent and spectacular at Panama, and therefore has attracted there the greatest world-wide attention. Here among our large force of laborers we had for ten years some ten thousand Americans, men, women and children. Most of these American men did hard manual labor, exposed to the sun, rain and weather conditions day in and day out, yet during that time their health remained perfectly good, just as good as if they were working at home. The same remark as to health would apply to the four thousand women and children who lived at Panama with their husbands and fathers. Both the women and children remained in as good condition as they would have been had they lived in the United States. This condition at Panama, I think, will be generally received as a demonstration that the white man can live and thrive in the tropics. The amount of wealth which can be produced in the tropics for a given amount of labor is so much larger than that which can be produced in the temperate zone by the same amount of labor that the attraction for the white man to emigrate to the tropics will be very great, when it is appreciated that he can be made safe as to his health conditions at a small expense. When the great valleys of the Amazon and of the Congo are occupied by a white population more food will be produced in these regions than is now produced in all the rest of the inhabited world.

But unless we can so change our economic laws, that this wealth will be more fairly distributed than it is now by the races occupying the temperate zone, mankind will not be

greatly benefited. I hope and believe that ere this change in population comes about the singletax will have caused such changes in our economic condition that wealth will be fairly distributed. I mean by fair distribution that condition in which each man gets exactly what he produces—no more, no less. This is all we singletaxers ask. We do not wish any man to have a dollar more wealth than he himself has produced, or to take from any other man a dollar of the wealth that this other man has produced. We look forward to this time as not being so very far off, and when such time arrives, we believe that poverty will be abolished from this world, except in so far as there will always be some lazy individuals who will not work and who do not care to produce. But this number will not be so large as to affect the general principles just enunciated.

I have been invited this evening to meet a body of singletax friends. My thoughts have naturally run on singletax lines. I have spent the afternoon in going through your new municipal hospital. I have been greatly impressed and think I have seen about the best arranged hospital that I have ever before been shown. I was also told that the city of Cincinnati was to have control of and was to finance the medical school in connection with the hospital. This seemed to me most desirable and advantageous for all parties concerned. Thinking in singletax lines, it occurred to me that when revenues were generally raised under singletax principles, every municipality could afford to have just such a beautiful hospital as the one I was seeing. I could forsee something of the kind for Panama; even now Panama could afford such a hospital, if its revenues were raised by singletax methods.

THE ALASKA RAILROAD.

BY FREDERICK MEARS, MEMBER ALASKAN ENGINEERING COMMISSION
(Formerly with Panama Railroad.)

The construction of the Alaska railroad system was authorized by Act of Congress approved by President Wilson on March 12, 1914, which directed the President "to locate, construct and operate railroads in the Territory of Alaska." This general power was limited, among other provisos, by a clause to the effect that the route designated should not exceed 1,000 miles in length and "should be so located as to connect one or more of the open Pacific ocean harbors of the southern coast of Alaska with navigable waters in the interior of Alaska, and with a coal field or fields—so as to provide transportation of coal for the Army and Navy, transportation of troops, arms, munitions of war, the mails and for other governmental and public uses, and for the transportation of passengers and property." Authority was also conferred to acquire existing lines, wharves and terminals, either by purchase or condemnation. The estimated cost of the proposed railroad system was \$35,000,000.

The Alaskan Engineering Commission was then created in May, 1914, by presidential appointment, the members being William C. Edes, chairman; F. Mears and Thomas Riggs, Jr., members. Mr. Edes had been for many years in the employ of the Southern Pacific Railroad as location and construction engineer, and at the time of his appointment was the Chief Engineer of the Northwestern Pacific; Mr. Riggs had been in charge of the Alaska Boundary Survey; and the writer at the time of appointment was General Superintendent and Chief Engineer of the Panama Railroad Company.

On May 8, 1914, the secretary of the Interior directed the

Commission to proceed with the work. Accordingly, accompanied by a small force of clerical and technical employees, the Commission proceeded from Washington to Seattle, where offices were established and the work of securing a preliminary organization inaugurated. During the early summer thirteen surveying parties, each under the direction of a competent engineer were outfitted and sent to Alaska to inspect the various routes from the coast to the interior. In order to facilitate the work two main bases of supplies were selected, one at Ship Creek (now Anchorage) on Cook Inlet, and the other at Fairbanks, a town in the interior of Alaska, on the Tanana river. The surveying parties worked all summer in the field and at the close of the season returned to Seattle to report to the Commission the result of their investigations.

President Wilson, by executive order issued April 10, 1915, designated the route for the main line of the railroad, selecting as the ocean terminus the town of Seward, on Resurrection Bay, and as the northern terminus the town of Fairbanks, approximately 473 miles distant from Seward. A branch line of 38 miles to the Matanuska coal fields was also designated. Provision was made for the purpose of the Alaska Northern Railway, which had been built from Seward to Kern Creek, a distance of 70.8 miles, a road originally planned to extend to Circle City, but which because of financial difficulties had virtually been abandoned by the promoters. (This railroad has since been purchased by the Government for \$1,150,000, and is now being reconstructed.)

Mr. Edes, as chairman of the Commission, was named chief engineer and assumed general supervision of the project, with headquarters at Seward, where administrative offices were established. To Mr. Riggs was assigned direction of the engineering parties engaged in making the final locations at the northern end of the route. The construction of the new line, with Ship Creek as a base, was assigned to the writer.

On April 26, 1915, the first construction party arrived at Ship Creek, bringing with them tools, machinery and miscel-

laneous heavy equipment, and preparations for active construction were immediately begun. A serviceable dock was built and temporary warehouses, office buildings and employees' quarters erected as soon as possible. Within a few weeks after it became known that the road was to be built out of Ship Creek more than 2,000 people had collected at that point, most of them anxious to secure employment. Soon the problem of the unemployed became so acute that it was found necessary to publish notices throughout the Pacific Coast states advising laborers to remain away from Ship Creek until such time as the Commission was in position to use their services. By the end of May about 100 men were on the payrolls, and the number was later increased as rapidly as conditions permitted. By July work had been provided for about 600 men throughout the district, exclusive of those engaged on contract work. It was decided that the best method to pursue in the active construction of the railroad, when the work could be classified and contracted for at unit prices, was by the use of "station men". Under this plan a number of laborers associate as partners and agree to do the work allotted to them at certain price per cubic yard for grading, or per acre for clearing and grubbing. The number of these station-men fluctuated from about 400 early in June to 724 in the latter part of July. The number then gradually decreased until the latter part of November, when the work planned for the season had been practically completed.

By December 31, 1915, the following results had been accomplished in the vicinity of Ship Creek (now known as the Anchorage Division): The right-of-way had been cleared for 40 miles; the grading completed for 34 miles, the material excavated aggregating 923,480 cubic yards. Track had been laid to Eagle river, 14 miles north from Anchorage. Here the first large bridge on the Anchorage line, 906 feet in length, was constructed. At Anchorage Terminal three miles of side-tracks had been laid and the necessary buildings for the storage of material and supplies erected. A temporary telephone

line between Seward and Anchorage, a distance of 120 miles, had been placed in service. For the accommodation of married employees 15 modern cottages were built and substantial quarters for the single employees provided. A temporary hospital, adequate for the needs of the force at work, was established, presided over by capable staff of physicians. Among other improvements installed at the construction base was a library and recreation room.

At Seward the work of reconstructing the Alaska Northern Railway was well under way by the close of the year. Repairs had been made to the dock terminal at Seward and the railroad yards placed in serviceable condition. The track had been repaired sufficiently to enable a gasoline combination freight and passenger car to operate between Seward and Mile 34. During the summer a machine shop was built at Seward of sufficient capacity to handle the repairs to rolling stock and general equipment. A careful survey of the line had been completed during the season and plans for improvement in grade and alignment perfected.

On the Fairbanks end of the route no construction work was done during 1915, the activities in that section being confined principally to the running of surveys between Fairbanks and Broad Pass.

Little work was done in any of the construction divisions during the winter months, beyond the hauling of supplies to the front in preparation for the next season, but as soon as the weather permitted in the spring construction was renewed with vigor at all points. As fast as conditions warranted the forces were increased, and by the end of July, 1916, about 4,300 employees were on the payrolls. By the end of November the usual fall reduction had diminished the force to about 3,000, and later in the winter the number of employees was still further reduced.

A resume of the progress made during 1916 shows 72 1-2 miles of railroad in operation on the Anchorage Division, including 38 miles of main line north of Anchorage; 10 1-4 miles

south from that point; and 24 miles of the Matanuska branch line, in the direction of the Matanuska coal fields. Additional right-of-way has been cleared on the main line from Matanuska north for 35 miles, and the grading of this section completed for 26 miles. Further north, in the vicinity of Talkeetna, 62 miles of right-of-way are cleared and 23 miles graded.

During the year the rehabilitation of the Alaska Northern Railway went forward rapidly, the road being now open to light traffic (30-ton engines) from Seward to Kern Creek, a distance of 70.8 miles. Bridges have been strengthened, new rails and ties placed, the roadbed ballasted and some of the high trestles eliminated by fills. Improvement in the alignment has been made and some slight reductions of grades accomplished. A new dock, replacing the one destroyed by fire last winter, has been built, and the terminal facilities, including the spurs and sidetracks, greatly improved.

On the Fairbanks Division a good deal of progress was achieved despite the short working season and small force of laborers employed. A total of 78 miles of right-of-way was cleared and eight miles graded in the section south of Nenana. At the latter point the Commission, under the supervision of Mr. Riggs, has erected substantial office buildings, shops, employees' quarters, a hospital and dock and provided the usual utilities and conveniences, including water works, a sewer system, electric light and telephone.

Many improvements were made at the Anchorage Terminal during the season just passed. All temporary buildings were replaced with substantial structures, among the more notable betterments being a general office building, a new hospital building, and a machine shop, equipped for all classes of work, covering a floor space of 22,500 square feet. A large commissary and storage warehouse replaced the log structure which did service during the first year of construction. A dining hall, several bachelors' quarters, a cold storage building, fire hall, passenger and freight depots and a power plant were

also erected. The dock facilities were enlarged and the floating equipment increased by the purchase of a stern wheel river steamboat, two ocean-going tugs, a fleet of barges of large capacity and four tunnel boats, the latter being used for the transportation of supplies on the shallow rivers contiguous to the railroad route. The United States Transport "Crook" was chartered by the Commission for the purpose of carrying passengers and supplies between Seattle and the ports of Seward and Anchorage, and made several trips during the summer and fall. The U. S. Collier "Nanshan" was also pressed into service for one voyage.

In June, 1915, a number of tracts of land were withdrawn by executive order for townsite purposes and the lots were directed to be sold at public auction. Early in July, 1915, the first sale was held at Anchorage and since that time it has been necessary to hold additional sales to satisfy the demands of the inhabitants. To date 1108 lots have been sold, the price paid aggregating \$216,845. Other townsite sales held during 1916 brought the following results: Matanuska, at the junction of the main and branch lines, 60 lots sold for a total of \$9,840; at Seward, 140 lots for \$27,655; and at Nenana 140 lots for \$129,705. Other townsite sales will be held during 1917 along the railroad route.

The town of Anchorage has achieved a remarkable growth during the past year, having increased its population from nothing in the spring of 1915 to about 4,500 by the fall of 1916. The town has most of the conveniences of a place of similar size located in the older sections of the States, including water-works, telephone system, paid fire department and graded schools. Electric light is now being installed and will be in operation about the first of the year. Private enterprise has provided a ten-page daily and two weekly newspapers, and the usual number of wholesale and retail stores, hotels and moving picture theatres have been established. An active Chamber of Commerce and a Woman's Club fulfill the functions to which they are devoted, and the church organizations and secret

societies are active in their respective spheres of influence. About 25 automobiles are in service about town and help solve the problem of urban transportation in the absence of street cars.

The management of the town has been placed in the hands of the Alaskan Engineering Commission, through a townsite manager appointed for that purpose. It was found necessary for the Commission to install the various public utilities and to provide schools owing to the fact that patents for the lots sold cannot be granted under the regulations until the expiration of five years. Until that time it is not possible for a city government to tax or bond the real estate to provide municipal improvements.

One of the primary reasons for the construction of the Alaskan Railway system is to provide shipping facilities for the coal from the Matanuska and Nenana fields. Both these fields have been tested by Government experts and found to be of great value, both commercially and for military and naval purposes. The railroad from Anchorage is expected to be finished to the end of the Matanuska field by the winter of 1917, and the Nenana field will probably be reached from Nenana one year later; the outlet for the Nenana field will be at the Tanana river terminus until the connection is made with Fairbanks. It is not unlikely that trains will be in operation between Seward and Fairbanks by 1921, possibly by 1920, dependent upon the construction conditions encountered.

With cheap fuel and reasonable transportation assured a large area of Alaska, now practically isolated, will be opened for settlement and development. Several lode mining districts of known value are located in the vicinity of the railroad route, and only need the solution of the freight and fuel problem to become economically productive. In addition to her mineral wealth, Alaska has another important resource which will be greatly aided by the construction of the railroad, namely, agriculture. The valleys of the Matanuska, Susitna and Tanana rivers are singularly adapted to the raising of the hardier

small grains and a large variety of vegetables. The soil is ideal for the production of potatoes, yields of 250 to 300 bushels per acre being not uncommon. During the fall of 1916 the Alaskan Engineering Commission purchased more than 10,000 bushels of potatoes raised by the farmers of the Matanuska valley. Although little effort has been devoted to stock raising and dairying, the Government experiment stations have demonstrated that the country is favorably adapted to both.

Necessarily, the agricultural development will be of slow growth, probably dependent in a large measure upon the increase of population attracted by the mining of coal and precious metals in the sections tributary to the railroad. Nevertheless, it is an assured fact that Alaska will soon be able to supply all the requirements of her own rapidly increasing population.

FEDERAL OWNERSHIP OF RAILROADS IN THE U. S.

BY BENJAMIN C. MARCH, Executive Secretary, Government
Ownership League.

The question which first comes to the minds of most people with reference to federal ownership or government ownership of railroads is, "Will the service be better, rates lower, and will such operation show any profit?" From the broad point of view, which is demanded for the consideration of the question, however, other problems are of greater importance. Thirty years ago, Prof. Richard T. Ely stated:

"The railways must become still more completely our masters or they must be reduced to complete subjection to us as their masters; there is no middle ground. We are dealing with the problem of economic liberty."

A summary survey even of railroad workers of the United States confirms the statement of Prof. Ely. Railroad development has been typical of our national spirit—haste without judgment, supreme individual aggressiveness and greed, and general indifference to the public welfare. Predatory farming has tended to deplete our soils. Out motto has been let the first comers take the cream and late comers are welcome to the skimmed milk. In "Railroads: Rates and Regulations" (1912) page 35, Prof. W. Z. Ripley states:

"Proportionately to population the United States is about six times as well equipped with railroads as Europe. Similar results appear with reference to superficial area. As compared with Europe alone, we have about two-thirds as much mileage to every square of territory, despite the fact that our density of population is only about one-seventh that of Austria-Hungary—the most sparsely populated country in Europe. These figures show conclusively that our railroad problems for the future will be mainly concerned with accommodating the huge volume of existing traffic along the routes already built, rather than in seeking to develop new ones to parallel the old."

The construction of railroads and governmental attitude towards them has been largely a policy of state Socialism for the benefit of a few, relatively, beneficiaries—stock and bond holders. A total of about 190,000,000 acres has been given to the railroads by the federal and state governments, of which about 35,000,000 acres have been regained by the government, leaving their net land grants approximately 155,000,000 acres. The railroads have received gratis or at a nominal cost valuable terminals in cities and have been subsidized to the extent of nearly three-quarters of a billion dollars. They have been most potent factors in determining the development of the country, and that development has been most illogical and wasteful!

A study of the distribution of factors and of workers therein amply attests this fact. In 1909, about one-third of the total number of persons engaged in manufacturing lived in the middle Atlantic states, though the population of these states was only about one-fifth of the total. The concentration was even more marked in New York City. In 1909, about one-twelfth of the total number of workers employed in factories were located in this city although the population was only approximately one-twentieth of the nation's total; and the cost of bringing raw material and fuel to this city showed how uneconomic from the human, as well as business point of view, was such concentration. One reason therefor was trenchantly stated by a prominent manufacturer in New York City, when he said, "it is cheaper to burn people than coal". Throughout the country, railroads have at will, till within a few years, built up or strangled industrial communities. The manipulation, stock jobbing and stock watering of the railroads is well known.

In an article in "The Utilities Magazine" of March, this year, Commissioner George A. Henshaw stated:

"Practically 90 percent of the railroads in the United States have originally been financed by the issuance of from \$20,000 to \$25,000 in bonds, and \$20,000 to \$25,000 in stock per mile of road. These bonds were sold to a financial institution and an equal amount of stock given with the sale of each bond. The stock represented no investment whatever."

At the lowest figure of \$20,000 bonus in the form of stock, per mile of railroad this means approximately \$4,500,000,000 of watered stock has been issued. To this must be added the increase in the value of land owned by the railroads over and above the price which they paid, which amounts to at least, on the basis of the railroads for which the facts are now known, four or five billion dollars.

Probably the most careful study made to date with reference to false capitalization was that prepared for the western railroads, with reference to advance in wages. The data compiled by Mr. W. Jett Lauck, statistician, shows from the records of the railroads that in 1914 the fictitious or unnecessary capital stock of fourteen western railroads was \$485,492,837. Among the railroads were: Atchison, Topeka & Santa Fe, \$165,812,946; Chicago, Milwaukee & St. Paul, \$47,618,571; Chicago, Rock Island & Pacific, \$30,000,000; Great Northern Railroad, \$54,778,269; St. Louis & Southwestern, \$33,713,289; Union Pacific, \$50,000,000.

The Interstate Commerce Commission reported that June 30, 1915, the par value of railroad capitalization was \$21,127,959,078, of which there existed as stock, \$8,994,894,721, and as funded debt, \$12,133,064,357. The Commission reported that for that year, of the total capital stock, actually outstanding for the reporting railways, 39.55 per cent paid no dividends, but that the dividends declared were equivalent to 6.29 per cent on dividend-paying stock, and on actually outstanding (including fictitious stock) 3.80 per cent. The par value of railroad capital is slightly over one-tenth of the estimated national wealth of the country.

FOREIGN EXAMPLES OF GOVERNMENT OWNERSHIP.

An appeal to the experience of foreign countries where government ownership and operation has been tried is of relatively little value. In Germany, the railroads were acquired on a fairly equitable basis, particularly those taken over by the government in Prussia. It has been the purpose of the German government to make a profit out of the railroads and

they have done so. In France a loss is shown on the Western Railway of France, but as Monsieur Yves Guyot, one of the severest critics of government ownership says frankly of the acquisition of this railway, "the sole beneficiaries have been stock holders of the Western company."

It must be admitted that many of the railways were acquired by governments at highly inflated prices.

It must be freely conceded that there has been inefficiency in the management and there has sometimes been so-called "honest graft" in connection with their conduct. The main purpose of government acquisition of railroads in Germany and an important reason in other countries was to prepare the country for military operations. Other purposes have sometimes been subordinated to this end. Also, only the more expensive articles have been shipped on railroads; and the heavier, bulkier and cheaper materials by waterways in several countries of Europe.

THE LOOTING OF AMERICAN RAILWAYS SHOW A WORSE RECORD THAN THAT OF ANY GOVERNMENT-OWNED RAILWAYS IN EUROPE.

The advantages and disadvantages of government ownership are illustrated in every country which has government ownership of railroads.

THE CRUX OF THE SITUATION IN THE UNITED STATES.

It should not be contended by the most ardent advocates of federal ownership of railroads that we shall not make mistakes under federal ownership of railroads in this country. We undoubtedly shall. The essential point is, however, the absolute necessity for national organization on the basis of efficient democracy, instead of efficient plutocracy, as hitherto.

Extraordinary ability has been demonstrated in the operation of many of the railroads, and chief concern attached to the methods of financing. In a lengthy brief submitted by the Merchants' Association of New York, opposing government ownership and operation of public utilities, the following are among the chief points made.

"The fundamental defects of Governmental operation, nearly always present, are:

"(a) Dilatory, inconsistent, vacillating and therefore ineffective and wasteful policy.

"(b) Unsuitable, inefficient and frequently changed executive organization.

"(c) Hampering limitations upon executives.

"(d) Lack of self-interest as an incentive.

"(e) Lack of standards of efficiency".

Candor compels the admission that in some cases government operation has shown these characteristics (likewise privately owned ones) but this is not inevitably true. The fact is that

THE FORCES WHICH ARE MOST VIGOROUSLY OPPOSED TO FEDERAL OWNERSHIP AND OPERATION OF RAILWAYS HAVE BEEN THE MOST VIGOROUS AND INSISTENT IN THEIR EFFORTS TO SECURE SPECIAL PRIVILEGES AND TO MAKE THE GOVERNMENT INCOMPETENT.

Under federal ownership and operation of railways it is conceivable that some rates may be higher, but the presumption is that a government responsible to the electorate, or assumedly so, will realize that efficient and careful operation is essential to maintaining itself in power. Probably one-quarter of the voters of the country use the railroads directly every year, while as consumers of freight the entire population is interested in efficient operation.

Objection is raised by owners of railroads that the agitation for government ownership is merely a retaliatory measure for the financial mistakes connected with railroad construction and management in the past. This objection is vitiated, however, by the attitude taken by railroad managers with reference to securing an equitable valuation of the railroads. The common carriers are still unregenerate. In the brief filed on behalf of the railroad companies represented by the President's Conference Committee before the Interstate Commerce Commission, with reference to federal valuation of property owned by common carriers, the statement is made:

"Roughly speaking, the railroads of the United States comprise 250,000 miles of line, which, with double tracks, yards and siding approximate 376,000 miles of track."

"The capital securities of these companies which were outstanding in the hands of the public of June 30, 1913, amounted to approximately \$15,330,000,000, divided roughly into 60 percent, of bonds and other forms of indebtedness, and 40 percent of stock, the latter being owned by over six hundred and twenty thousand stockholders. A large part of these securities, probably over 10 percent, are held by insurance companies, with their thirty-four millions of policies outstanding, and by savings banks, with their ten million seven hundred thousand of depositors."

This Committee represents approximately 86 percent of the railroad mileage of the United States; yet in this brief and in subsequent briefs filed by the Committee, an effort is made to inflate the present capitalization of the railroads to the extent of \$8,600,000,000. The railroads insist upon ignoring original cost and place their emphasis upon reproduction cost new, making no allowances for depreciation. The Utilities Magazines, in the issue above mentioned, states:

"The reproduction theories which the carriers would have the Interstate Commerce Commission adopt in valuing the railroads would add \$334,700,000 to the capitalization of the Santa Fe Railroad alone or over \$8,600,000,000 to the existing capitalization of all the railroads of the country."

"The stupendous proportions of the 'values' being urged by the carriers can hardly be comprehended by the human mind. If anything like these claims should be allowed the increase in rates necessarily resulting therefrom would paralyze the commercial interests of the country."

This proposed subsidy to the railroads would involve a charge of \$430,000,000 a year over and above the present exorbitant charges, if they are allowed to pay a 5 percent dividend.

The railroads have so long been the beneficiaries of public largesse that any effort to wean them from the public crib arouses their unqualified disapproval.

While the Interstate Commerce Commission and state railway commissioners have made much progress in regulating the railroads they are most frank in admitting that their efforts have not been entirely successful. In a recent decision, the Interstate Commerce Commission says:

"The evils most difficult to detect and prove to-day are those arising out of the community of interest of certain carriers and industrial corporations. The ownership of industrial corporations by carriers and of carrier corporations by industrials is frequently taken advantage of to defeat that equality between shippers which the act contemplates. This is accomplished by unreasonable division of joint rates forced upon the carriers by powerful shippers who control industrial railroads. Such arrangements may be legal in form, although certainly illegal in effect."

"Another form of discrimination is found in the leasing of property by carriers to shippers for a nominal consideration with a further agreement that all shipments made by the lessees shall be routed over the lines of the lessor, etc."

The efforts of railroads to circumvent regulation will be continued under private ownership. In 1909, there were 268,491 manufacturing establishments in the country. The total volume of manufactured products was, in round figures, \$20,672,000,000. Sixty-nine thousand, five hundred and one establishments, one-fourth of the total number, however, turned out four-fifths of the total value. Such industries as the United States Steel Corporation, the Standard Oil Co., and a few of these gigantic aggregations are able most effectively and insidiously to secure advantages over small petitors. In 1909 a little over one per cent of the establishments produced two-fifths—43.8 per cent—of the total value of manufactured products.

THE AVERAGE SMALL BUSINESS MAN OF THE COUNTRY WILL NOT BE FREE IN COMPETITION WITH THE LARGER CONCERN UNTIL WE HAVE GOVERNMENT OWNERSHIP AND OPERATION OF RAILROADS.

The plea that efficiency is in direct proportion to size is unproven. The reality is that the huge size of a business concern often insures unfair advantages. Federal licensing of railroads in lieu of state licenses of franchises may be an intermediate step toward federal ownership and operation, since concentration of control may perhaps have to be tried before its ineffectiveness is proven. It seems to be the purpose of the railroads to overload the Interstate Commerce Commission so heavily that the Commission cannot work effectively.

THE BEST MANAGEMENT ESSENTIAL TO SUCCESSFUL FEDERAL OWNERSHIP AND OPERATION.

The recognition of the necessity for efficiency in public administration is rapidly increasing. Advocates of federal ownership and operation of railroads should urge this continuously. It will be the part of wisdom and unquestionably the procedure to retain the most efficient railway executives in the employ of the government. They will unquestionably devote the same ability to making the railways efficient for the public as hitherto for the stockholders, and they should be paid adequately for their great ability.

THE FIRST STEP TO FEDERAL OWNERSHIP AND OPERATION.

Preliminary to an extensive acquisition of the railroads by the federal government is the completion of the railroad valuation and a fair capitalization thereon. Under the Act of March 1, 1913, the Bureau of Valuation of the Interstate Commerce Commission is ascertaining first, original cost to date of each piece of property; second, the cost of reproduction new; third, cost of reproduction, less depreciation.

To give any chance for successful government ownership and operation, which would be satisfactory to the public, the increase in the value of land over the price paid therefor by the railroads must be eliminated, as a basis for capitalization, and only prudent investment accepted as a basis therefor. Unfortunately the decision of the United States Supreme Court, in the Minnesota Rate Cases must be reversed before the original cost of land can be taken as a basis for capitalization thereof. In that case, *Simpson vs. Shepard* 230 United States 352, **Mr. Justice Hughes** writing the decision, it was held:

"It is clear that in ascertaining the present value we are not limited to the consideration of the amount of the original investment. The property is held in private ownership, and it is that property, and not the original cost of it, of which the owner may not be deprived without due process of law."

Federal ownership and operation of railroads is unquestionably inevitable. The most important issue is "should

the owners of the railroads be paid several billions more than their fair value or should the people be saved the enormous burden in higher rates which would result from permitting a fictitious valuation, including increases in value of land, which do not represent any investment by the railroads nor the assumption of any risk by them, plus allowance for going value and unjustified expenditures?"

A discussion as to the methods of advancing federal acquisition would require more space than is available. It must be remembered, however, that the government's credit enables it to borrow at lower rate of interest than can private concerns, AND THAT THE COUNTRY IS AWAKENING TO THE SCIENCE OF JUST TAXATION, WHICH INVOLVES TAKING FOR COMMUNITY USE, THE GROUND RENTS OF THE COMMUNITY, CREATED AND MAINTAINED BY THE PEOPLE, * * * * * and taxing privilege and monopoly instead of the workers. Federal ownership and operation of railroads on the basis advocated will be a distinct advance in efficient democracy.

Note:—Is it not better to eliminate the "game of freeze-out" from business and construct and operate future railroads, as the Panama Canal was constructed and is operated by the Government, and also for municipalities to acquire ownership and control of various public utilities and states or the federal government to similarly acquire ownership and operation of the more extensive public service corporations! Even granting that it may not be financial "economy" will not the more equitable distribution of returns "promote the general welfare."—Editor.

MODESTY.

When every pool in Eden was a mirror,
That unto Eve, her daily charm proclaimed,
She went undraped, without a single fear, or
Thought that she had need to be ashamed.

'Twas only when she'd eaten of the apple
That she became inclined to be a prude,
And found that evermore she'd have to grapple
With the much debated problem of the nude.

Thereafter she devoted her attention,
Her time and all her money to her clothes;
And that was the beginning of convention
And modesty as well, I suppose.

Reactions come about in fashion recent,
Now girls conceal so little from the men
It would seem in the name of all that's decent,
Some one ought to pass the apples 'round again.

—Anon.

THOSE GOOD OLD TALES.

BY JANE BURR.

Those good old tales my mother told—
That lies are black and truth is gold!
That he who bides with truth alone
Shall rule upon a gilded throne!
That truth will crown the humblest head
And rise when all the earth is dead!

And so when I had sinned I came
With all my stricken soul aflame
And sank before my Love and told
The TRUTH because the TRUTH is gold!—
With ink-black tongue and blows of blood
He thrust me down into the mud!

I rose and wiped my slimy skirt
And salved the wounds where I was hurt,
And lifted up my scarlet face
And held my body straight with grace!
Unlearned the tales that mother told
And straightway found my throne of gold;
And there I watch poor TRUTH limp by—
While I—I laugh aloud and lie!

—From "Much Ado."

As they did on the Canal Zone!

THE SEA-DOG'S TALE.

BY WALT MASON, JR.

O, list to the tale that I tell you
Of a new way the channel to cross;
Of tars who use mules to propel you,
And the jolly old sea-dog who's boss.
Who is Boss?
Who is Boss?
Of the jolly old sea-dog who's boss.

'Twas the day of the next morning after
A "bit of loose earth" in the cut
Had caused all the natives much laughter
At tourists who'd act like a mut.
There were ships on both sides of the channel.
There were ships in the crack in the fill,
On the day of the next morning after
There were ships on the top of the hill.

Then forth came the gallant Commander,
The pilot had slowly swung free.
"Ha, Villain," he thunders, "Unhand her,
I'll show you how we do at sea."
Then he joy-rides the bloody limejuicer,
Though Peter Mike beats it on "high"
And forth fares the gallant Commander
With naught o'er the lake but the sky.

But hold! What is this that approaches?
A submarine that we will run?
Great Caesar! And shades of Cockroaches!
'Tis the mud bank ahead of the dam.
The band plays "The Sweitzer Bell-Ringers",
But her nose settles firm in her bed.
The center wall swiftly approaches,
And her stern is as fast as her head.

"That's just like we do in the Navy,"
Cried the gallant Commander, and sighed
For battleships stuck in the gravy,
Can always throw blame on the tide.
So they hitched up their mules in their harness,
And the screws turned up rivers of sludge,
But—just like they do in the Navy,
The good ship budged nary a budge.

But hark! Came the cry of a sailor
"A tarpon just came up to blow,"
"Clear ship—get my rod, and I'll nail'er,"
Roared the Captain. "Step lively below."

"Get my boats and my lines, and my yard stick,"
"Here, Bos'n, go get me a boat,
"This tramp is no job for a sailor,
"The pilot can get her afloat."

So the Bos'n pipes shrill "Away cutter"
And the crew, at salute, line the rail.
While the Bajan, with part of a shutter,
Rows the panga along the fresh trail.
Still the tramp's rusty length spans the channel,
As the Englishman tears out his hair.
While the Bos'n pipes shrill "Away cutter".
And the tarpon? He hikes for his lair.

O, this is the tail I have told you,
Of a new way the spillway to cross,
Of tars—and mud bars which can hold you,
And the jolly old sea-dog who's boss.
Who is Boss?
Who is Boss?
Of the jolly old sea-dog who's boss.

Dedicated to a jolly and gallant old tar and former Chief of the Marine Division, who has gone back to active work, pulling ships out of the gravy in the Navy.

GOETHAL'S ISLAND.

BY WALT MASON, JR.

What name shall we give to the baby?
What symbol can best that want fill?
For the dear little dimpled Island,
That's born at the foot of Gold Hill!

Mama (that's the dredging Division),
Ever watchful, by day and by night,
Proudly hovers o'er babe's dainty basket,
And says the best name is "shut tight"!

"I've hoped for the kid for a long time,"
Says daddy (he steam shovel crew)!
"And if I get back on my benches,
I'll sure call him 'Bonanza Two'."

Kind Grand-pa, who's gone on a visit,
We hasten the glad news to tell,
And straightway comes the name by cable:
"Get busy, — — —, dig like — — —!"

"Huh, hump, what a poor little critter,"
Grunts Mechanical Uncle, who's rich,
"Just feed him on nice fat surcharges,
And he'll grow like the Spiggety Itch."

And Grand-ma—dear soul, how we bless her—
Where she lives, with her birds, on the hill,
Hears the news with a joyful expression,
And insists that we call him "closed till".

And so it goes all through the family,
Each one has a different choice
And everyone tells his objections,
And shouts at the top of his voice.

"He's stubborn, won't listen to reason,"
"He always blocks all you would do,"
"It's the best thing ever could happen";
Let's call him Young Goethals, wouldn't you?

THE FOOL.

BY BERTON BRALEY.

(In Pearson's Magazine.)

They said, "Why, it's hopeless. You never can do it!
A piece of rank folly, you'll certainly rue it!
There's not a scintilla of sense in beginning,
There's not the remotest of chances of winning!"
They knew all about it, you couldn't deceive 'em,
But he was a Fool—and he wouldn't believe 'em!

He fought for his folly—and, swiftly defeated,
He heard the "I-told-you-so's" loudly repeated.
THEY said, "You are through, you are done, you are beaten!
You've ordered your crow—and it has to be eaten;
Your lesson is writ in the plainest of writing."
But he was a Fool—and he kept right on fighting!

He hearkened to none of the tales they would spin him;
He listened alone to the voice that was in him;
He toiled with a courage that would not diminish,
Through pain and through failure he warred to the finish,
But when he had won, and their praise wasn't needed,
They hailed him a hero—the Fool who SUCCEEDED!

A SOLDIER'S ANSWER.

(Philosophy of Force Anywhere.)

BY KATE RICHARDS O'HARE.

"Damn it, Shirley, I don't get you on this thing at all. You are the only official of the company that won't attend the Business Men's Training Camp. I don't say you're not patriotic or don't know what your refusal to attend will do to the employees and I know that you know that from a business standpoint we can't let up for a second our hammering on 'Preparedness.' There has been such a hell of a lot of slush about the horrors of war and the beauties of peace that the working people are getting batty on the subject."

"Perhaps there is method in their madness. They may really desire a whole carcass for themselves in preference to large profits for us."

"That's the point exactly! Unless we do something to stimulate their patriotism and love of country, their damned selfish desire to keep their precious skins whole, will knock the bottom out of the armament business and we won't have any profits at the end of the year."

"That is quite possible."

"Then why sit and wait for such a state of affairs? Let's get busy! There is nothing like brass buttons, khaki, bugle calls and sky-larking camp life to knock the nonsense of peace out of men's heads and fire their sluggish blood with patriotism. If we employers don't show a proper spirit, how in hell do you expect the men to come across?" "Barton, Holmes and Kane can keep things going at the works for two weeks (they are all well past fifty and can't be expected to do military ser-

vice) you and I, Keen, Brown, Drake, McDonald and Meyer are younger and we will have to do the heroic."

"I am sorry, Nixon, but you will have to leave me out. I can't bring myself to be a decoy duck to lure men to slaughter."

"Hell! I am not talking about slaughter. You don't think for a moment that I am going to run any risk of getting my carcass shot full of holes, do you? Not much! but for business reasons we must down this 'Peace' rot and keep 'Preparedness' always to the fore."

It was Saturday afternoon in the office of the great Riverside Steel Company's plant. The office force had left to enjoy their half-holiday and only the managers and department heads remained. The three older men, too old for military service, smoked, peacefully tilted back in their chairs and the younger men prowled about the office or perched on desk and table tops according to their temperaments. John Nixon, the General Manager, stood belligerently before Charles Shirley, the Secretary-Treasurer of the company, and spat out his arguments with all the irritation of a man who is in the habit of giving orders and not advancing arguments. Shirley, always reserved and quiet, sat rather tensely in his chair with a strained look about his mouth and the attitude of being brought to bay in his whole bearing. Slowly Shirley turned to the General Manager:

"Nixon, I will not attend the Training Camp, and I will not raise my voice in the damned cry of greed, 'Preparedness'; the rest of you can do as you like, but I stick right here at my desk. It is hell enough for me to see our whole plant turned into a cannon factory. I can't stop that, but I balk when you demand that I lure men out to be shot with our cannons."

"You won't attend the Training Camp? Do you mind telling us why?"

"Yes, I do mind, but no doubt you have a right to know. I won't attend because I don't need the training. I served three years in the Philippines and I got all the military training there I will ever need in my business."

An exclamation of surprise burst from the men and they shouted—

“What! You served in the Philippines? You never told us!”

“No, I never told you; I am not proud of it. I never talk of that part of my life because I don’t like to think of it, and I have spent all the time since trying to forget it. I suppose I will have to drag those bitter days out and parade them before you in order to make you understand why I won’t prance about before our employees in khaki and brass, as an example of the glories of war.

“Nixon, there are worse things than having your carcass shot full of holes! I have seen plenty of punctured carcasses and they died rather easy, the misery is soon over, but there are other things that are worse and last longer. There are brains shot full of venom, hate and madness and souls riddled with beastility and vice and rotten with moral gangrene. These are the by-products of war that poets and historians always overlook. Then there is the tender object of our tender, chivalrous solicitude—the women. Strange, is it not, that we must establish Training Camps to train the men to die gloriously in a moment and we never dream of Training Schools to teach the women how to live bravely through long years of grilling, grinding, sordid hellishness? A coward can die and end his misery, but it takes sublime heroism to live and bear it. There is a private drawer in the vault that belongs to me. I hoped that I had buried there that part of my past that I loathe, but it seems that the bones cannot rot in decency. I must drag them out and dangle them before your eyes.”

Slowly Shirley arose and passed into the great safety vault. In a moment he returned with a tin box which he opened and lifted out a bundle of neatly folded newspaper clippings.

“It is all there, gentlemen, read it if you like. ‘Cuba Libre’, ‘The Poor Downtrodden Cubans’, ‘Spanish Tyranny’, ‘The Sinking of The Maine’, ‘Call for Volunteers’, ‘Flag Rais-

ings', 'Bugle Calls', 'Patriotism'. Here is one from our little home paper down in West Virginia; it tells about the enlistment of our company. Another, 'Company M leaves for the Front'. H-m-m. 'Mothers' 'Sweethearts', 'Heroes'. Here is some stuff about 'Chickamauga', 'Mare Island', 'The Philippines'—it is all rather musty history now, but it was mighty live and vital then. Better read it for yourselves, you are all younger than I and possibly your memory of the Spanish-American War may be a little hazy."

At the bottom of the box lay a letter of many closely written pages, yellowed with age and stained with ugly brown spots. Reverently Shirley smoothed out the pages and looking at the men he said:

"Gentlemen, this is not my letter, I don't know who wrote it. I have tried for years to find the writer and return it, but so far I have failed. One feels like a skate reading a woman's letter that was not written to him, but I am going to read it to you for it tells the woman's side of war and that no man can do. Since I am opening graves and hauling out skeletons I suppose I had just as well do a clean job and tell you how I came to have a letter that does not belong to me.

A little group of us were sitting on the veranda of the Officers' Mess in Manila one sultry night, almost fifteen years ago. The mail ship had come in the day before and the letters from home had roused the demon of homesickness and we were lonely and blue as hell. In spite of each of us being so busy nursing our own pet grouch, we couldn't help feeling uneasy about the Captain. I had handed him his mail from the States and in it I had noticed a letter whose handwriting was familiar. Every mail ship from home for two years had brought a letter in that same handwriting and I knew it was from a woman, for only women are capable of such patience and loyalty. I was so busy devouring my own letters that I did not notice until I heard a cry that was half a groan and half a curse and expressed the bitterness of a damned soul. The words of sympathy I would have spoken were frozen in

my throat by the look on his face and I knew whatever wound the letter had contained was not a thing that could be discussed or for which sympathy would be possible. I went back to my letters and left the Captain alone with his tragedy for there are some hurts of heart and soul so deadly that they must be borne alone. In a short time the Captain closed his desk and went to his quarters, and for more than twenty-four hours we had not seen him or dared to inquire.

"We could see his bungalow from where we sat and in spite of the sultry heat the lights were burning in the study and now and then we could see his shadow cross the open window. Suddenly a shot rang out, then a woman's terror-stricken scream and in an instant we were running headlong towards the Captain's bungalow. I was in the lead and as I rushed into the room I saw the Captain with a bullet wound in his temple from which the blood trickled down over the white nightdress of his native wife, who sat on the floor with his head held tight against her breast. Near her on the floor lay their three-months-old baby where the mother had dropped it in her fright.

"I don't suppose you care for the gruesome details and I don't care to rehash them, but as I led the blood-soaked, hysterical woman over to the native quarters where I could turn her over to some of her relatives, she kept sobbing and babbling that 'it was the letter, the letter that had come in the great ship from across the sea that had made him mad with grief and made him do such a frightful thing.' I knew she was right for when we lifted the Captain's body to the stretcher I found the letter, and knowing that whatever it contained was not for prying eyes and clacking tongues I slipped it into my pocket. I thought I could return it to the woman who wrote it, but I have never been able to find her. There it is, gentlemen, and I think I will read it to you; it may help you to get my attitude towards war." Slowly Shirley read the letter:

New York, Sept. 14, 1901.

My Own Dear Love:

I am writing you tonight to fulfill a strange request and I do not know whether that request is the last thrust of a woman's jealousy from beyond the grave, or the rarest thing in life—a mother's pardon to the woman who won her son's love. Let us hope that it is the latter, and that the poets have all been wrong who pictured death as a dark and icy river that lies in the "Valley and Shadow." It is sweeter far for me to think that death is a mountain top, free from the mists and chilling blasts of life, warmed by the sunshine of perfect love and from whose lofty summit one may look back at life and know all things. And is not an old French proverb that says "knowing all we forgive all" perhaps your mother from that mountain top of clearer vision may know the sorrow and the heartaches, the long, lonely years of waiting that have been our portion and her last request may come to us a benediction. From the lips now closed in death has come to me the task of giving you the saddest message a man can ever hear—your mother is dead.

"I know that there are times in life when human words are more than useless and tonight I feel how helpless I am to speak to the man I love, any word that may make his sorrow lighter. Words are only a part of our veneer of civilization and when a crushing sorrow comes, we revert back to the primitive and while the touch of flesh to flesh and lip to lip might bring comfort to a degree, thousands of miles of land and sea are between us and nothing is left to me but words."

"When I reached home tonight I found a telegram that not only told me of your mother's death, but also that her last request was that no cable should be sent you and that I should tell you of your loss, then come and see her laid to rest beside the dust of her fathers.

"I have hurriedly arranged my affairs and at midnight I will leave for my first visit to our birthplace in twenty years. The intervening hours I will spend as I have spent so many, many lonely ones—writing you. What a sinister trick of fate that I should make alone, to see your mother laid to rest, the journey that for twenty years we have dreamed should be our bridal trip together. Once more I'll trace on Dixie's breast the jagged scars of war. War fathered by a master class conceived in the womb of greed and born to maim and slay and ruin, that from a soil enriched by blood a greater harvest of riches might be garnered into the purses of the capitalists. True almost forty years have passed since the last gun was fired, but the grim trail of devastation can be plainly traced today, and though kind nature has tried to hide away the scars, tragedy is still there. Again I will see our ancestral homes, the mansions of our forefathers; yours is now a cotton warehouse and mine a livery stable. I will walk again the rambling streets of our little city and in the sagging rooftrees, broken fences, gullied yards and ravaged fields I will read the bitter fate war brought to Dixie. In the tired, hopeless faces of the women, in the worn stoop of the men and in the shambling illiteracy of the children I will see the blight and decay with which War wrought poverty and blasts the souls of men. Alone—without your love presence, or the sustaining arm of a single kinsman—I will sit in the shabby, shell-marked church and listen to a weary, poverty crushed minister mouth cant phrases that he calls "religious consolations." In a shackley, decrepit chaise drawn by the scrubby progeny of gloriously bred horses we will welter through the dust, up the long hill to the briar grown burial ground of our fathers, where we will lay the dust of your mother to rest, close to the brooding heart of Dixie.

"Your mother! Ah, God! what a marvelous woman she was. Created of that fine material from which aristocrats are made, tempered in the flames of war, beaten on the anvil of life she was fine and keen and strong as a Damascus blade. My mind goes back tonight to our mothers. They were the products of an exotic civilization, cradled in the fairest land on earth, slave labor made their fathers rich and slave labor wrapped them about with ease, beauty and culture, but left them so tragically unfitted to meet the grind of poverty and sordid care War left in its wake. Clear and vivid is my mem-

ory of our mothers, but our fathers have always been to us only a myth-glorified heroes, who lived in another world, who died as heroes die and who had no part in the sordid things with which our lives have been cursed. We know that our fathers were gay young knights of the "Lost Cause" who came between battles to woo, who wed, then kissed their brides and rode away in answer to the bugle's call. We know that they sleep somewhere in Dixie in unknown graves, but we never looked upon their faces and they never knew that they left two lives behind for fate to play with.

"Strange creatures are we, the fruits of an exalted passion, conceived in an hour's lull of battle, nurtured in suspense and agony, fatherless in our mother's wombs, born midst the crash of a fallen civilization, the humiliation of defeat our birthright and War made poverty our aristocratic portion. The formative period of our youth was passed in that dark nightmare of our nation's life we call "Reconstruction." Our mothers endured its horrors, each according to her nature. Your mother was a Damascus blade, but mine was a fragile lily. Your mother bent and swayed to the fierce onslaughts of life, but resilient stood erect each time and never lost her wondrous strength and temper. My mother shriveled like a frosted flower, died of a broken heart and crept away to the grave to hide from the hell War brought her.

"The memory of my childhood seems an indistinct blur of swiftly moving events, each harsher than the other. I suppose life holds no harder lot than to be an aristocrat reduced to poverty. Then youth came, that wondrous time when hope and faith and love can lift us above the sordid, grubbing things of life and all that is harsh and ugly are hidden by young love's first passion. Perhaps we lived and loved and had joy enough in those few weeks when the secret of our love, was ours alone, to fill the measure of happiness that each life can hold and the bleak years that have followed is but the common lot. Long years have passed them, but the smell of jessamine always brings back to me the sickening fear and dread of that night when your mother guessed our secret and called us to account. Dear Love, I can see you yet as as you looked that night—so tall and strong and fearless as you gloried in our love and boasted of the wonderful things that you would win from life for the woman you loved. I remember how passionately I pleaded that you and your love was all I asked of life and if I might have them, I would face poverty and toil unflinchingly.

"Ah! then, Dear Heart, we found the temper of the Damascus blade, for relentless as fate and sure as the surgeon's knife it carved our future for us. With faultless logic and irresistible force, your mother stripped our love of all its glamor and showed us life in all its sordid, hopeless ugliness. She pointed out our devastated lands, our wrecked fortunes, our grinding poverty and our absolute unfitness to grapple with mean and petty struggles that must beset us. She told me that love's young dream would not survive a slattern wife, an ill-kept house and brawling children and that these were all that I could offer you. To you she showed the women with life and health and happiness dragged out in poverty and want, unaccustomed to labor and child-bearing, and demanded to know if you were willing to condemn me to such a fate. With well chosen words she quickened into life my woman's power to sacrifice and fired your ambition.

"Youth's dream was gone, but the stern realities of life remained. Through family influence and a few flattering attentions paid a vulgar "carpetbagger" your mother secured an appointment to West Point for you. I wonder if in all these years you have ever realized how bitter was the price she paid for your opportunity? I suppose not, for that, only a woman can understand. You entered West Point, I did the only thing a Southern girl could do and not lose caste completely. I went to New York and entered the Training School for Nurses.

"Of the four years of my apprenticeship I cannot write even to you and at this late date, Dear Heart. There are some things too bitter for human words, and too exclusively a woman's lot for any man to comprehend. Suffice to say it was four years of body, brain and soul-racking toil, encompassed on

every side by crime, misery, vice, disease and death. Four years of homesickness and loneliness when every fibre of my being cried out for love and companionship and every man I came in contact with felt that I was lawful prey because I was a homeless girl working for my living. I know you will say "you never told me," and that is true. There are some things a woman cannot tell a man, no matter how much she loves him; then the short hours that you could spend with me, 'on leave,' were too precious to be spent in heartaches; we needed them all to plan our future.

"At last the long, long years were done and we had our perfect day—your graduation. How vividly it all comes back to me. The 'day of leave' grudgingly granted by the hospital; the joy with which I laid aside my uniform and wore again the garments of joy and girlhood; the midnight trip across the ferry; the twinkling lights of the city left behind; the rosy dawn behind the Pallisades; sunrise on the Hudson. Vividly again I see the tiny gray stone station; your eager face; the love light in your eyes; the joy of long deferred hope almost realized. Back over all the lonely years the searchlight of my memory flashes and each hour of that perfect day stands out in clear relief. Guard Mount, Dress Parade, the Graduation Exercises, the Hop and last, and sweetest far of all, that wondrous moonlight stroll down Flirtation Walk. O, God! How merciful that youth cannot know that the dreams we dream and the plans we plan may never live in substance. We dreamed of the beautiful home I would make for you in that far away frontier post where you were to be stationed. How lovingly you reminded me that the years of training would fit me to nurse our babies. But the longest day must close and the sweetest dream end in awakening, and before the next day dawned I had crept back to my iron cot in the Training Home, donned my uniform and replaced fond dreams with labor.

"The following five years of life now seems to me a tangled memory of fearful loneliness, lighted now and then by a glow of hope only to be extinguished in the blackness of despair. The pay of an army officer is pitifully small and when we found that your mother had lived through all the years of your West Point life on the bounty of a former slave, we postponed our marriage that she might live in a manner more in keeping with her birth and breeding. Don't think, Dear Heart, that I reproach you or have any vain regrets, we could have taken no other course and retained our self-respect. We simply paid the bitter price of poverty, that is all. However, we had youth and health and hope and aside from the gnawing loneliness, I think we were fairly happy. Your furloughs, few and far between, fed the hunger of our love and kept our souls from dying.

"Looking back over the past, tonight, I cannot honestly say what caused me to make the great change in my life. Perhaps my subconscious mind grasped the hopelessness of our waiting, possibly I was so bitterly lonely that I sought distraction in added work and I may have had some wild hope of adding to my earning power and thereby hastening the day of fulfillment. Whatever the cause, I entered the Medical School and became a physician. Again I walked alone a path that I cannot discuss with you in frankness. What a woman endures who steps aside from the woman's accepted station and invades the man's realm no woman can ever express and no man can comprehend. As a nurse I had only the shoddy substitute for love men offered me, to fight, but as a physician I had to fight the deepest, bitterest, most cruel and relentless hate the masculine heart can know—the hatred of a woman who becomes a successful competitor.

"I won! I also paid the price. Alone and unaided, with the prejudice of my sex against me, relentlessly hindered by the men who hated me for my invasion of their realm, I struggled up that slippery, pitfall infested, blood-stained path that leads to success. I am a successful woman now beyond question. My earning capacity supplies me with luxuries far beyond my needs; the magazines hold me up as a glittering example of what a woman may achieve; my male competitors submit with a certain amount of grace when a fractious patient demands that I be called in consultation; the idle rich throng my reception rooms, willing to pour their gold into my purse

if only I will save them from the effects of their sins and give them a crop of figs where they have planted thistles; the labor cursed poor seek me in their hour of tribulation. Oh! I have success, but I have paid for it in blood and brain, in heart and soul, and every step of that upward path has been paved with bits of womanhood I have turned to granite. No woman can walk the road to success in man's domain and not murder the things a woman holds dear and use her very soul for paving stones.

"I am trying to bring this letter to a close, Dear One, but each passing epoch of our lives rises out of the misty past and demands attention. There is a mighty hope welling up within my heart that I shall see you soon and the very dream of it brings back to me the memory of our parting. That parting that not only meant another separation, but the death of my youth. Does a man's youth die, I wonder, stricken dead by one stroke of fate? Possibly not, but a woman's does and my youth died down there in the swampy plains of Chickamauga.

"With what cruel pranks fate tricks us! Through heart hunger and love starvation; through loneliness and stress and struggle, my youth and faith in God and man lived, only to be murdered by petty politicians I never laid eyes upon. My love for you made my love for your profession a ruling passion. Strange, is it not, that one who had suffered so much from war, should love a soldier and honor his profession? But God knows I did! To me the starry folds and shiny stripes of our national banner was sacred, the sound of martial music set my pulse dancing and the tramp of marching feet thrilled me to the very core of my being. When war was declared on Spain I responded to the hysteria as violently as any sentimental school girl. I boasted of our national prowess and the vast superiority of our army and navy. When the War Department decided to send women nurses to the front I felt that God had sent the crucible of my training to burn the dross and make me fit to care for our heroic soldiers. I was among the first to tender my services, would gladly have served as scullery servant or scrubwoman and felt such service an honor. When my commission came I dropped the practice that I had built up with bitter struggles and donned my nurse's uniform and thanked God for the privilege of serving my country. Then fate played me another tragic trick, I was sent to Chickamauga. There in that fly-blown, mosquito-infested, fever-smitten, stupidity and greed-cursed charnel house, my patriotism, my faith in God and man was murdered and my youth was slain. It was not the constant sight of useless suffering that did it, I was inured to that; it was not the shock of death for death and I were old acquaintances; I knew him well and had kept many a midnight vigil with him at my elbow in the hospital, that grim whirlpool of life where the wrecks of humanity eddy and swirl for a time before they are plunged into the dark waters of oblivion. The blow fell when I knew my beloved country was but the counting room for vulgar traders, who trafficked not only in the people's bread but in the very lives of the noble hearted boys who volunteered to offer themselves as targets for foeman's bullets that the life and integrity of the nation might be preserved. My faith in God died when I found all my skill and training set at naught and thousands of lives needlessly sacrificed because of the petty profits made by dishonest tradesmen and corrupt politicians on embalmed beef and impotent drugs. My youth died when I knew that my lover was not an honored member of a noble profession, but a legalized murderer, the blinded dupe of sordid, cowardly bankers, merchants and business men who stayed at home to amass profits while they sent other men out to kill and be killed; that wars are not waged for high and noble ends, but without a single exception all wars are for trade and profit mongering.

"The soul-sickening knowledge of these things had just dawned upon me when the order came sending you to the Philippines and I was thankful to have you go before you, too, saw war and your relation to it with a clearer vision. I hoped that fate would spare you the bitterness of dis-illusionment, but I knew from your later letter that you know the truth and that the time has come when we must face the future honestly and with frankness and truth between us.

"After all the long and weary years of waiting, the day of consumma-

tion seems near at hand, but will we find it food for our love-starved bodies and nourishment for our hungry souls, or will it turn to Dead Sea Fruit in our hands? We have waited more than twenty years for marriage and now it seems within our grasp, yet there are problems that we must face, and face honestly. After the first warm flush of fulfillment can I overcome my repulsion for your profession and become the wife of a soldier, or can you give up your life-long training and at this late date enter another profession? Do you love me well enough to come back and share my earning until you have made a new life for yourself, or have I the courage to share your life in Manila? I am trying to be very frank, Dear Heart, for I feel the need of preparing your mind to meet, not the dream girl of your youth, not the sweetheart of your early manhood, but the life-scarred, soul-weary woman she has come to be. I told you that my youth was dead, buried in the grave of dis-illusionment, and I wonder if a happy marriage is ever possible when the woman has not youth to give? God give me strength to be honest now, for I am trying to tell you the most bitter truth a woman can ever speak. If you come back to me at once and claim the husk, the germ of life is gone and all that I have to give you is but half a woman. How bitter the irony of fate that I who have done so much for motherhood can never know motherhood for myself; I, who have brought so many children into the world can never give life to one; I, who have placed so many babies to the mother's breast can never know the touch of baby lips upon my own. You and I are the last of our race and we can never have children to bear our name.

"The hours have passed, the time has come when I must go. I have laid bare the innermost secret places of my heart and it must be your lot to bear the burden of decision. If you come back to me you will find me waiting with open arms, if you call me I will follow to the end of the earth, if you want the empty casket from which the jewel is gone, it is yours, if you want your inalienable right to a wife who can bear you children, I gladly give you your freedom. Which shall it be, Love; I am waiting for your answer?

With undying love,

LUCY."

As Shirley quietly folded the letter and laid it back in the box the silence grew oppressive. Finally Meyer could stand it no longer and with a half-strangled sob in his boyish voice, he said:

"Waiting for your answer. God! what a cowardly answer it was!"

Shirley replied:

"Yes, a cowardly answer, but essentially a soldier's. Meet all issues, solve all problems with a bullet through your own brain or some other man's brain and the problems of life are done."—From *The National Rip-Saw*.

CONGRESSIONAL DISCRIMINATION IN CANAL REWARDS.

REVIEW OF LONGEVITY AND MILITARY RETIRED PAY LEGISLATION.

(Note:—Congress should by additional legislation show similar consideration to civilians as already given the military or rescind legislation already passed rewarding the military only.)

In response to request in a recent circular to membership for suggestions as to data or articles that should appear in the 1916 Yearbook, numerous suggestions made included a review of Congressional action as regards partiality and discrimination in Canal rewards. There seemed to prevail among membership of the Society of the Chagres an almost unanimity of opinion that Congress had been most unfair and partial.

As known to all old-timers, effective May 1st, 1907, what was known as longevity pay was authorized for all employees engaged in certain classes of work which all will remember favored all men employed in trades or vocations affiliated with organized labor. Let none argue, therefore, from Canal experience that organized labor is without power or influence.

Such logentvity on a basis of five percent increase after first year's service and three percent increase after completion of each additional year's service until maximum of twenty-five per cent had been reached, was calculated on service of all employees affected from beginning of their service and such promotions as were due were made effective and paid from May 1st, 1907. Increases in pay on longevity basis were regularly thereafter allowed as one or more year's service was completed by employees.

On account of apparent injustices of rewarding some classes of employees and omitting those engaged in other voca-

tions, various demands were made by those excluded from benefits of "longevity" for equality of consideration. Colonel Goethals is accurately quoted as recommending equality of consideration as grounds on which it was granted to those in certain trades applied with equal force, to nurses, physicians, engineers, clerks, draftsmen, district quartermasters, sanitary inspectors and others excluded from its benefits and whose services increased in value by virtue of experience gained at least on a par with certain trades benefitted.

Effective from July 1st, 1909, appropriation bills for the Canal provided that none of appropriation was to be used in payment of further "longevity" allowances. However, those having longevity earned and who had been awarded such increases in salary continued to draw the extra 5, 8, 11, 14, 17, and 25 per cent extra pay. Thus there were locomotive engineers, dredge engineers, steam engineers, conductors, machinists, boilermakers, pipefitters, carpenters, shipfitters and other craft unions benefitted, employed prior to July 1, 1908, who worked side by side at these higher rates of pay with others paid base rate only who had not entered service in time to receive promotion prior to July 1, 1909, when allowance was discontinued.

Those benefitted by "longevity pay" continued to receive such advances as had been added to their salary prior to July 1st, 1909, until July 1st, 1916, when by authority and Act of Congress no further "longevity" could be legally paid.

Longevity questions above mentioned are referred to in minutes of the 128th, 131st, 140th, 142nd and 153rd meetings of the Isthmian Canal Commission, circular of the Chairman No. 258, of June 14th, 1908, and hearings before Congressional Committees as follows:—Subcommittee of House Committee on appropriations, 1908, page 237; House Appropriation Committee at Culebra, 1907, pages 113-4; Supplement to hearings of House Committee on appropriations, February, 1909, page 42; House Appropriation Committee at Culebra, November, 1909, pages 49, 77, 135, 336, 348 and 466; Supple-

mental Hearing at Ancon, November 18th, 1909, page 3 and 49; House Appropriation at Culebra, November 20th, 1911, page 84.

It is generally admitted on the Canal Zone, that arguments on which longevity pay was originally granted of increased value of service after years of experience on the Isthmus and becoming acclimated to changed conditions from former habitations applied with equal force to various vocations omitted from such benefits. The granting of longevity, therefore, only to those employed in certain trades whose craft unions are affiliated with organized labor, is a direct, concrete and specific tribute to the value of organization of the workers.

The granting of longevity and the announcement of such annual increases in pay was an influential factor in adjusting labor problems on the Panama Canal at that particular time. And being granted as a condition of employment on the Panama Canal most reasonably expected to continue throughout period of construction, it was one of the factors that led many to accept Canal employment. After its abrupt termination by Congress effective from July 1st, 1909, by providing that no part of appropriation could be used for payment of additional "longevity" allowances, many protests were made by labor organizations and endorsed by others that such constituted a violation of quasi-contract of employment and especially unjust since not only on the Canal Zone but throughout the United States there has been a steady rise in the cost of living throughout the period of Canal construction. Yet no change was made in wage scales between 1906 and 1916.

However, protests were ignored and those lured to the Isthmus in part by anticipation of an annually increasing salary, having broken up homes in the States and severed connections with former employers, and lost "longevity" or seniority rights in connection with former employment, were forced to make the best of it. Many continued for years firm in the belief that subsequent Congresses would cancel the in-

justice believed to have been committed by the 61st Congress in 1909, and there are still many who believe they have a legal, moral and logical claim for payment of longevity during period of service following its cancellation in 1909. Such belief is strengthened by rewards voted generally to the military by the 63rd Congress and dealt with in subsequent pages.

After experience with longevity and appeals that ensued for equality of consideration for all classes and vocations, generally admitted just even by Congressmen, no one on the Panama Canal anticipated for a moment that the resolution introduced into the 63rd Congress by the Hon. W. C. Adamson would become law providing for general rewards to all representatives of the army, navy and marine hospital service without including all civilians on same basis. This legislation is quoted and commented upon in the following pages and can be construed in no other way than as proof of charges sometimes made by alleged radicals, that there are "privileged classes" in America, and that Congress in the majority is either of such "privileged class" or subservient to it. It would therefore appear that if the constructive workers generally are to receive fair consideration or an approximation of that which they produce it is decidedly necessary that they not only enter the political field but take over the reigns of government. The educational program of labor unions should include a thorough study of economics and politics.

There follows the Amended Resolution for "Recognizing Services of Certain Officers of Army, Navy and Public Health Service in Connection with Construction of Panama Canal."

Mr. Chamberlain, from the Committee on Military Affairs, submitted the following:

REPORT

(To Accompany H. R. 16510, Introduced by Hon. W. C. Adamson.)

The Committee on Military Affairs has given careful consideration to the bill (H. R. 16510) to provide for recognizing the services of certain offi-

cers of the army and navy, late members of the Isthmian Canal Commission, to extend to them the thanks of Congress, to authorize their promotion, and for other purposes, and report the same back to the Senate with the recommendation that all after the enacting clause be stricken out and the following substituted therefor:

That the thanks of Congress are hereby extended to the following officers of the army and navy of the United States, who, as members of the late Isthmian Canal Commission, have rendered distinguished service in constructing the Panama Canal, to-wit: Col. Geo. W. Goethals, chairman and chief engineer; Brig. Gen. William C. Gorgas, sanitary expert; Col. H. F. Hodges, Lieut. Col. William L. Sibert, and Commander H. H. Rousseau.

Sec. 2. That the President is hereby authorized, by and with the advice and consent of the Senate, to advance in rank Col. George W. Goethals to the grade of major general of the line, United States army, Brig. Gen. William C. Gorgas to the rank of major general in the medical department, United States army; Col. H. F. Hodges and Lieut. Col. William L. Sibert, to the grade of brigadier general of the line, United States army; and Commander H. H. Rousseau to the grade of captain, United States navy.

Sec. 3. That such officers of the army and navy as were detailed for duty with the Isthmian Canal Commission on the Isthmus of Panama for more than three years, and who shall not have been advanced in rank by any other provision of this bill, shall be advanced one grade in rank upon retirement: Provided, That any officer of the army or navy now on the retired list with similar service shall be immediately advanced one grade in rank on the retired list of the army or navy.

Sec. 4. That the President is further authorized, by and with the advice and consent of the Senate, to appoint such officers of the Public Health Service as were detailed for duty with the Isthmian Canal Commission on the Isthmus of Panama for more than three years to the grade next above that at present held by such officers.

Sec. 5. That the numbers in such grades provided for in sections 2 and 4 of this act, except where vacancies occurring in any grade by the provisions of this act can be filled by such officers in a lower grade as are entitled to the benefits of this act, shall be temporarily increased during the time such offices may be held: PROVIDED, That the officer who may be advanced and appointed major general in the Medical Department of the United States army, shall thereupon become the head of such department, and the operation of so much of section 26 of the act of February 2, 1901, as limits the term of office of the head of the Medical Department, United States army, shall be suspended during the incumbency of the head of the department who may be appointed under this act: PROVIDED, That whenever the head of the Medical Department appointed under the provisions of this act shall become separated from the active list of the army by retirement or otherwise, the extra office or grade to which he shall have been so advanced or appointed shall cease and determine, and thereafter the rank of the head of the Medical Department, United States army, shall be that of a brigadier general: PROVIDED FURTHER, That nothing in this act shall operate to interfere with or retard the promotion to which any other officer would be entitled under existing law: AND PROVIDED FURTHER, That the officers advanced to higher grades under this act shall be junior to the officers who now rank them under existing law when these officers have reached the same grade.

Sec. 6. That at any time after the passage of this act any officer of the army or navy to be benefited by the provisions of this act may, on his own application, be retired by the President at 75 percent of the pay of the rank upon which he is retired.

Also amend the title so as to make it read: "An act to provide for recognizing the services of certain officers of the army, navy, and Public Health service for their services in connection with the construction of the

Panama Canal, to extend to certain of such officers the thanks of Congress, and for other purposes."

The bill as referred to your committee provided for extending the thanks of Congress to Col. George W. Goethals, Brig. Gen. William C. Gorgas, Col. H. F. Hodges, Lieut. Col. William L. Sibert, of the army, and Commander H. H. Rousseau, of the navy, who were members of the Isthmian Canal Commission. It also provided for the appointment of Col. George W. Goethals as major general in the line of the army, and for the appointment of Brig. Gen. William C. Gorgas to be major general in the Medical Department and to continue as head of the Medical Department with the rank of major general until separated from the active list of the army by retirement or otherwise. Also that Col. H. F. Hodges, Lieut. Col. William L. Sibert, and Commander H. H. Rousseau should be advanced in rank one grade upon retirement.

The provisions of the bill as recommended by your committee provide for the immediate advancement in rank of Col. H. F. Hodges, Lieut. Col. William L. Sibert, and Commander H. H. Rousseau, as well as the promotion of Col. George W. Goethals and Brig. Gen. William C. Gorgas, as recommended in the House bill. It also provides for the thanks of Congress to be extended to the above officers.

Officers of the army and navy who served more than three years on the Isthmus of Panama with the Isthmian Canal Commission would receive the benefit of an increase of one grade upon retirement, and three officers of the Public Health service who were detailed for duty with the Isthmian Canal Commission for the same length of time would receive an advance in rank of one grade. Such officers were connected with the engineering, sanitation, commissary and other duties in the building of the Canal, and it is the opinion of your committee that the proposed legislation should be extended to those whom the committee think had much to do with the successful accomplishment of this great work. Section 3 of the bill would, if all such officers now on the active list of the army and navy were eventually retired, benefit 22 officers and one officer now on the retired list whose health was impaired from his service on the Isthmus of Panama.

A further provision would extend the privilege of retirement on application to any officer of the Army or Navy to be benefited by the bill, and another provision that no officer of the Army, Navy, or Public Health Service would be prejudiced in promotion on account of the passage of the bill."

Above amendment was accepted by the house and bill to reward ALL military officers who had served three or more years on the construction of the Panama Canal prior to April 1st, 1914, was passed by the house as amended by the Senate —by committee of which Senator Chamberlain was chairman —in closing hours of 63rd Congress.

The following gives comparison of service, pay and salaries drawn by military officers in various positions in the Panama Canal organization:

ARMY.

| Rank and Grade | Position on Panama Canal | Pay in this Position | Regular Ser. Pay |
|----------------|--|----------------------|------------------|
| Major General | Governor | \$10,000.00 | \$8,000.00 |
| Lieut. Col. | Engineer of Maintenance | 8,000.00 | 4,200.00 |
| Lieut. Col. | Ass't. Engineer of Maintenance | 7,000.00 | 4,200.00 |
| Lieut. Col. | Chief Health Officer | 7,000.00 | 4,200.00 |
| Lieut. Col. | Superintendent Ancon Hospital | 5,000.00 | 4,200.00 |
| Major | Gen'l. Insp'r. Health Department | 4,300.00 | 3,900.00 |
| Major | Superintendent Colon Hospital | 3,600.00 | 3,200.00 |
| Major | General Purchasing Officer in Washington | 5,000.00 | 3,200.00 |
| Major | Ass't. Gen. Purchasing Officer in Washington | 4,600.00 | 4,000.00 |
| Major | Chief Quartermaster as Head of Supply Department | 7,000.00 | 3,900.00 |
| Captain | Assistant Chief Q. M. | 4,000.00 | 3,000.00 |
| Captain | Chief Police and Fire Department | 3,600.00 | 2,400.00 |
| Captain | Electrical Engineer | 5,400.00 | 3,120.00 |
| Captain | Supt. Gatun Locks (same position Pacific Locks now filled by Civilian) | 3,600.00 | 2,880.00 |
| Captain | Health Officer, Panama City | 3,600.00 | 2,400.00 |
| Captain | Health Officer, Colon | 3,600.00 | 2,400.00 |
| First Lieut. | Assistant Engineer | 3,600.00 | 2,200.00 |

NAVY.

| | | | |
|--|---------------------------|-------------|------------|
| Civil Engineer with Rank of Rear Admiral | Engineer Terminal Constr. | \$10,000.00 | \$6,000.00 |
| Civil Engr. | Designing Engineer | 4,800.00 | 3,900.00 |
| Commander | Marine Superintendent | 7,000.00 | 5,000.00 |
| Constructor | Supt. Mechanical Division | 6,000.00 | 4,000.00 |
| Lieutenant | Capt. of Port, Cristobal | 5,000.00 | 4,300.00 |
| Lieutenant | Capt. of Port, Balboa | 5,000.00 | 4,300.00 |

The following is from the Congressional Record of September 8th, 1914, giving discussion in the house—(Pages 16200-1-2).

"RECOGNITION OF SERVICES OF CERTAIN OFFICERS OF THE ARMY AND NAVY.

The next business on the calendar for Unanimous Consent was the bill (H. R. 16510) to provide for recognizing the services of certain officers of the army and navy, late members of the Isthmian Canal Commission, to extend to them the thanks of Congress, to authorize their promotion, and for other purposes.

The clerk read the bill, as follows:

BE IT ENACTED, ETC., That the thanks of Congress are hereby extended to the following officers of the army and navy of the United States who, as members of the late Isthmian Canal Commission, have rendered distinguished service in constructing the Panama Canal, to-wit: Col. George W. Goethals, chairman and chief engineer; Brig. Gen. William C. Gorgas, sanitary expert; Col. H. F. Hodges; Lieut. Col. William L. Sibert; and Commander H. H. Rousseau.

Sec. 2. That the President is hereby authorized, by and with the advice and consent of the Senate, to advance in rank one officer of the Corps of Engineers, United States army, named in section 1 of this act, to the grade

of major general of the line, United States army, and one officer of the Medical Department, United States army, named in same section, to the rank of major general in said department; PROVIDED, That no officers now belonging to said corps or said department shall be deprived of or prejudiced in his regular promotion.

Sec. 3. That for the purposes of this act the number of major generals of the line, United States army, is increased by one and the rank of the head of the Medical Department, United States army, is made that of a major general; PROVIDED, That the officer who may be advanced and appointed major general in the Medical Department, United States army, shall thereupon become the head of such department, and the operation of so much of section 26 of the act of February 2, 1901, as limits the term of office of the head of the Medical Department, United States army, shall be suspended during the incumbency of the head of the department who may be appointed under this act; PROVIDED FURTHER, That whenever any officer advanced under the provisions of this act to the grade of major general, United States army, shall become separated from the active list of the army, by retirement or otherwise, the extra office or grade to which he shall have been so advanced or appointed shall cease and determine, and thereafter the rank of the head of the Medical Department, United States army, shall be that of a brigadier general; PROVIDED ALSO, That the President, upon the retirement of the officers of the United States army and navy named in Section 1 of this act and not advanced in rank in accordance with section 2, is hereby authorized, by and with the advice and consent of the Senate, to advance said officers one grade on the retired list.

MR. DENT. Mr. Speaker, I am not the author of the bill. Judge Adamson has charge of it, and he has stepped out temporarily. It is easy enough to answer the first question propounded by the gentleman from Illinois as to what the purpose of the bill is. It is simply to reward the builders of the Panama Canal for the extraordinary services that they have rendered to this country and to the world.

MR. MADDEN. If that is all there is to it, I have no objection.

THE SPEAKER pro tempore. Is there objection to the consideration of the bill?

MR. MADDEN. Reserving the right to object, I would like to have the gentleman who has charge of the bill tell us something about what the purpose of the bill is, about what is sought to be accomplished, and how much it is going to cost.

MR. DENT. Mr. Speaker, I ask unanimous consent that the bill be considered in the House as in Committee of the Whole. (Consideration in committee of the whole eliminates undesirable records of proceedings.—Editor.) THE SPEAKER pro tempore. The gentleman from Alabama asks unanimous consent that the bill be considered in the House as in Committee of the Whole. Is there objection?

There was no objection.

MR. MANN. Mr. Speaker, I move to amend, on page 2, line 8, by striking out the word "Officers" and inserting the word "Officer".

THE SPEAKER pro tempore. The Clerk will report the amendment.

The Clerk read as follows:

Page 2, line 8, strike out the word "officers" and insert the word "officer".

MR. MANN. The language is "no officers now belonging to said corps or said department shall be deprived of or prejudiced in his regular promotion."

MR. DENT. I think that amendment is proper.

The amendment was agreed to.

MR. MANN. Now I move to amend on page 3, line 4, by inserting, after the word "and" where it occurs the second time, this language: "if such officer was prior to such separation head of the Medical Department."

The reason for that is that you make the proviso say:

That whenever any officer advanced under the provisions of this act to the grade of major general, United States army, shall become separated from

the active list of the army, by retirement or otherwise, the extra office or grade to which he shall have been so advanced or appointed shall cease and determine, and thereafter the rank of the head of the Medical Department, United States army, shall be that of a brigadier general.

But you promote Col. Goethals to the position of major general under this act, and also Col. Gorgas, and then you say whenever any officer so advanced is retired, thereafter the chief officer of the Medical Department shall be a brigadier general. The result of that might be that you have Col. Goethals and Col. Gorgas both made major generals. Col. Goethals might die and immediately Maj. Gen. Gorgas would be reduced to the rank of brigadier general, which, of course, is not desired. It is only when the vacancy occurs in the Medical Department that you desire to have that apply.

MR. ADAMSON. Mr. Speaker, I think the gentleman is right about that.

MR. DENT. Mr. Speaker, I will accept that amendment.

MR. ADAMSON. As I understand the amendment of the gentleman from Illinois (Mr. Mann) it merely makes this specifically apply without doubt to Gen. Gorgas.

MR. MANN. That when this separation occurs, if it is the chief officer of the medical service, thereafter it shall be a brigadier general in that office.

MR. ADAMSON. It makes it specifically operate as to Gen. Gorgas.

MR. MANN. Yes.

THE SPEAKER pro tempore. The Clerk will report the amendment.

The Clerk read as follows:

Page 3, line 4, after the word "and" where it occurs the second time in the line, insert the words "if such officer was prior to such separation head of the Medical Department."

THE SPEAKER pro tempore. The question is on agreeing to the amendment.

The amendment was agreed to.

MR. MANN. Mr. Speaker, I move to strike out the last word. I do not want to detain the House, but I desire to say that I have not offered any amendment to this bill to change the rank which has been proposed, because I take it that the gentleman from Georgia (Mr. Adamson) who introduced the bill, and the members of the Committee on Military Affairs, which reported it, took into consideration all of the circumstances as well as the conditions in the army. I had hoped that Congress, recognizing feats in time of peace as well as feats in time of war, recognizing the importance of great public service in time of peace as well as in time of war, might have given to Col. Goethals, who has constructed the greatest engineering work ever undertaken by a human being, the rank of general, a rank which will be conferred upon almost innumerable officers on the other side of the Atlantic ocean during the present war for doing things of which we will never hear. The world has heard and will always hear of the work Col. Goethals did. I would make him a general and let him stay on the active list as long as he lives, and enforce no duty upon him except that which he voluntarily performs. (Applause).

MR. ADAMSON. Mr. Speaker, I oppose the motion of the gentleman from Illinois to strike out the last word. I am not opposed to the delightful sentiments expressed by the gentleman, for I yield to no man in admiration for Col. Goethals and the mighty works which he has performed, but the gentleman from Illinois has rightly stated that we had a great many matters to consider, a great many people to consult. We had to consult the War Department. We did talk with the gentlemen themselves. We had to satisfy various members of the committee. We talked with the committee in both Houses of Congress, and with a great many members and Senators, and we decided after thorough discussion of the question that the form in which the bill stands acceptable to the War Department and I think to all of the gentlemen concerned, was the best that we could do. I state to the gentleman from Illinois (Mr. Mann) now that there is no honor on earth that I would object to having conferred on Col. Goethals, and whether or not by

legislative enactment we attempt to confer it upon him, the honor is already upon him and will be forever so regarded and accorded by the world, and cannot be enhanced or diminished by this or any other act. (Applause).

(MR. BURNETT addressed the House. His remarks will appear hereafter.)

MR. COX. Mr. Speaker, I thoroughly agree with all that was so ably said by the gentleman from Illinois (Mr. Mann) and the gentleman from Alabama (Mr. Burnett) concerning Col. Gorgas, Col. Goethals, Col. Gailard and others. They did their duty, and they did it well, and as such deserve the praise and commendation of a grateful people, and will no doubt receive it.

The passage of this bill is but a meek and mild recognition of their greatness as well as a fitting recognition of the work performed by them for humanity, born and unborn, but it seems to me that another class of people has been overlooked in the beautiful tributes paid to these gentlemen whose names are mentioned in this bill. All the gray matter ever placed within human skulls never could have constructed the Canal had not a hundred million people (recognizing the important benefits to them and future posterity, without a murmur and without a protest, meekly bowed their backs and submitted to taxation to the amount of \$400,000,000 in order to construct, build and equip it.

That Col. Goethals stands today the foremost engineer in all history, present or past, is undisputed. That Col. Gorgas likewise stands in the front rank along sanitary lines goes without question. That the others whose names are mentioned in this bill stand out in bold relief as great constructors of a great object is conceded by all, but none of these men, great as they are, could ever possibly have built the Canal had it not been that the American people furnished the munition of war—all the money and all the means necessary to construct it.

France tried it, and in the course of a few years found itself almost bankrupt in attempting to construct it. France did not have the resources to follow up its mistakes and refinance it, with the result that after years of futile effort it had to abandon the project, but the inexhaustible financial resources of our great nation made it possible for these men and their associates to overcome any mistake made by France or themselves, and now it is an assured fact that it is a renowned success. With an army of approximately 60,000 men engaged in the gigantic undertaking, all financed by the American people, nothing could prevent its final completion and ultimate triumph, but the project simply demonstrates the old adage that "America is but another name for opportunity"; and while I would not detract one laurel from the brow of these men so faithful and loyal to the trust reposed in them, but behind them is the mighty army of American men and women, the toilers of our nation, who have added glory and renown to our country's history in patiently submitting to taxation to the end that all means necessary might be supplied for the construction and completion of this great international enterprise.

It is impossible to recount the benefits that will accrue to us as a nation and that will ultimately accrue to the people of all the civilized earth. It has shortened the route of travel around Cape Horn more than 4,000 miles; it has brought the Atlantic and Pacific in close and immediate touch; it has annihilated space and destroyed distance; it has brought the people in closer communion and, I hope, in closer fellowship and good will to men.

All honor and credit belongs to these great men who engineered this great feat, erased the Isthmus, brought the oceans in touch; but to the American men and women who financed the great scheme and undertaking credit and honor is likewise due.

MR. SIMS. Mr. Speaker, I join in and agree with the words of commendation that have been spoken about these distinguished gentlemen who have been referred to on the floor of this House. I would like to supplement them, if I had time to do so; but there was one of these distinguished engineers who did a great work in connection with the building of the Canal in severing the mountain chain by cutting through the Culebra Range. He lost his

life in performing that great work. I refer to Col. Gaillard, I think of the State of South Carolina. When the committee of which I have the honor to be a member visited the canal we were entertained at the home of Col. Gaillard in a splendid fashion by his good wife and his gallant young son. We were all impressed with the courtesy extended to the committee. We all regret that he did not live to see this hour. He lost his life in the performance of his duty and deserves as much praise and as much commendation as any one of the great men who have been so unstintedly praised; and I think it is but proper and due to those who live to mourn him, the members of his family, that he should not be forgotten at this time and on this occasion. That is the only reason why I rose to say anything. If Congress should ever take formal action at any time in recognition of these heroes of peace, I hope that Col. Gaillard and those who survive him will not be forgotten. (Applause.)

Mr. MADDEN. Mr. Speaker, I would like to say a word, if I may. It was my privilege to know all these men well and to be associated with them more or less frequently in the work. Col. Goethals is one of the greatest engineers of the world. Col. Gaillard was probably one of the best men on details in engineering I ever saw. Col. Sibert is a master constructive genius in masonry work, and it was he who had charge of the construction of the Gatun Locks. Col. Gorgas is undoubtedly the best sanitary scientist the world has ever produced. (Applause.) But one man about whom no one has said a word, and perhaps no one ever will, was Engineer Williamson who had charge of the Miraflores Lock construction. No engineer connected with the work, military or civil, compared with him in my judgment. He was a great man. He did a great service; he was a master genius in his line. These men were all associated with men of brains in other capacities. Young engineers from all over the country supported them in the work they were called upon to do. They overcame every obstacle that presented itself. The American people gave freely of the money requisite to accomplish this great task. (Note:—Mr. Williamson and all other civilians were ignored in Canal rewards.—Ed.)

The construction of the Panama Canal was probably one of the greatest engineering projects of all the ages, and all honor is due to every man, from the most lowly to the most influential, for what he did in the construction of that great waterway. We have given to the world a splendid example of American engineering genius; and no honor can be paid by the Congress to Colonel Goethals, to Colonel Gorgas, to Colonel Sibert, and to the memory of Colonel Gaillard can in anywise compare with the honor that they have earned by their work. There is no honor that we can give these men that is commensurate with the work they have done in the development of civilization and the development of the commerce of the world; and the mere passage of a law giving them the right of promotion is no compensation whatever for the work they have done; but the world will honor them whether we do or not, and the honor given to them by the world will be commensurate with the work which they have done. I am glad that even this honor is to be bestowed upon these men who have given unselfishly of their time, service, and their genius to demonstrate to the world that America makes men as well as merchandise. (Applause.)

Mr. MANN. Mr. Speaker, if the House will bear with me for a moment, I wish to say that the gentleman from Georgia (Mr. ADAMSON) and myself were from the start on the committee that had jurisdiction over legislation relating to the Panama Canal and were forced to be familiar with the conditions under which construction was started and carried on there.

It was discovered in course of time that it might not be easy, if possible at all, to accomplish this great work under the leadership of people taken from private life, outside of the Army and the Navy. One of the great engineers of the country, Mr. Wallace, resigned. Another great engineer of the country, Mr. Stevens, resigned. Another great railroad man and master of construction in the country, Mr. Shonts, resigned. How much credit they ought to be entitled to I shall not undertake to say at this time. But there came a time when the President determined to draw upon the

resources of the Army and the Navy, where he could command men to take charge and keep them there. The Army and Navy never had a higher compliment bestowed upon them than was bestowed. (Applause.) The men who were assigned responded in a way to excite the admiration of the world. They took good men.

Out of the Navy they took a man who before that was not very well known, selected through some manner for his capabilities, and no one ever responded better to the trust reposed than did Lieut. Commander Rousseau.

Among others taken from the Army—not at the beginning—to exercise jurisdiction over the purchase of supplies—a place requiring both intelligence and thorough honesty—they took Col. Hodges out of the Engineer Corps of the Army; and while he had always filled the bill perfectly as one of the engineers, he has not only excited our admiration but has shown the fact that it was possible to carry on and make all of these purchases without a question of honesty or a doubt of the honor of the country. (Applause.)

They are all entitled to more than we can give them with these few passing words and our tribute in the form of the bill that will be passed. (Applause.)

The SPEAKER pro tempore. The question is on the indorsement and third reading of the bill.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed. (Note:—No debate on sections 3 and 6 of bill.—Ed.)

On motion of Mr. DENT, a motion to reconsider the vote whereby the bill was passed was laid on the table.

64th CONGRESS.

H. R. 8828.

1st SESSION.

A BILL (Died with 64th Session, 3-4-17.)

IN THE HOUSE OF REPRESENTATIVES.

January 12, 1916.

Mr. Holland introduced the following bill, which was referred to the Committee on Appropriations and ordered to be printed.

Note:—A similar measure introduced by Senator Martin in the Senate is known as Senate Bill No. 3457. Object of both is to correct injustices of H. R. Res. 16510.

A BILL

To provide for recognizing the value of the services of such citizens of the United States, not officers of the Army, Navy, or Public Health Service, who were employed by the Isthmian Canal Commission or the Panama Railroad Company, and who served as such officials or employees of the Isthmian Canal Commission or the Panama Railroad Company for a period of three years or more during the construction of said canal; and making an appropriation therefor.

BE IT ENACTED BY THE SENATE AND HOUSE OF REPRESENTATIVES OF THE UNITED STATES OF AMERICA IN CONGRESS ASSEMBLED,

That such citizens of the United States, not officers of the Army, Navy, or Public Health Service, and not heretofore rewarded, who were employed by the Isthmian Canal Commission or the Panama Railroad Company, and who served as such officials or employees of the Isthmian Canal Commission or the Panama Railroad Company for three years or more during the construction of the Panama Canal, shall be paid an amount equal to two months' pay for each year served at the rate of pay such officials or employees received

for the month of March, nineteen hundred and fourteen, the same being the date of dissolution of the Isthmian Canal Commission, or, if not then in the service, at the rate of pay received during the last month of service by such officials or employees.

Sec. 2. That a sum not exceeding \$9,000,000 be, and the same is hereby, appropriated to be paid said officials or employees in recognition of their services in connection with the building of the Panama Canal, said sum, if not otherwise available, to be paid from funds derived from the sale of a sufficient number of Panama Canal bonds not hertofore sold.

January 12, 1916. Referred to Committee on Appropriations and ordered to be printed.

The following letter was sent to all Congressmen:

PANAMA CANAL EMPLOYEES ASSOCIATION

.....1916

(Date and address)

Hon.

Washington, D. C.

Sir:—

The following resolutions unanimously passed by the Executive Committee of the Society of the Chagres (composed of American Canal Employees who completed six years service prior to January 1st, 1915) is generally endorsed as representing not only the viewpoint of civilian Canal employees but the public generally as familiar with legislation of 63rd Congress, which excluded from Canal rewards all civilians, although Military representatives rewarded held identical and similar positions as civilians and performed only the same and similar service and no more efficiently or capably.

“THE CASE FOR EQUALITY.”

“WHEREAS, Resolution introduced in the House during the 63rd Congress by the Hon. W. C. Adamson, of Georgia, and passed to reward military members of the Isthmian Canal Commission was amended in the Senate to include generally all officers of the army, navy and marine hospital service who had served three years or more on the Panama Canal, and

“WHEREAS such Resolution as amended was passed in the Senate by vive voce vote WITHOUT OBJECTION and again referred to the House, and

“WHEREAS such AMENDED RESOLUTION WAS THEN PASSED BY THE HOUSE by vive voce vote and ALSO WITHOUT OBJECTION, becoming law; therefore

“BE IT RESOLVED that it appears reasonable to conclude that such general recognition and reward to army, navy and marine hospital service men for three or more years of satisfactory service on the Panama Canal met with the endorsement and approval of all Congressmen and Senators of the United States and

WHEREAS Major-General George W. Goethals, formerly and for many

years chairman and chief engineer of the Isthmian Canal Commission and now governor of the Panama Canal has emphatically and positively stated as recorded in Document 676 of the House of Representatives, 64th Congress and in hearings of Sub-Committees to which were referred H. R. 8828 and Senate Bill 3457 that civilians rendered equally efficient and valuable and in some cases more satisfactory service than the "Service" men and that such service was no more voluntary than was that of the representatives of the army, navy and marine hospital service, and

"WHEREAS many other prominent and influential men of the United States who hold similar views, have stated that FOR SIMILAR OR THE SAME SERVICE IN THE CONSTRUCTION OF THE PANAMA CANAL THERE SHOULD BE NO DISCRIMINATION OR PARTIALITY IN REWARD OF ANY CLASS AS OPPOSED TO OTHER CLASSES OF EMPLOYEES, or the MILITARY as opposed to CIVILIANS, and

"WHEREAS, it is the general and universal opinion of all present and former civilian employees of the Panama Canal that no valid reason can be given for reward to representatives of the army, navy and marine hospital service for satisfactory performance of duties in connection with the construction of the Panama Canal that does not apply with equal or greater force in favor of civilian employees not protected by life employment, and

"WHEREAS substantial and valuable reward has already been granted by the 63rd Congress to representatives of the army, navy and marine hospital service, apparently by unanimous vote as above indicated, therefore,

"BE IT RESOLVED as the unanimous opinion of the Executive Committee of the Society of the Chagres composed of approximately 800 members, all present or former American employees of the Panama Canal of six or more years' service, that members generally of this Society, and OTHER CIVILIANS are entitled to similar consideration and reward from Congress as already generally given to representatives of the army, navy and marine hospital service for three or more years of satisfactory service on the Panama Canal, and

"BE IT FURTHER RESOLVED that a copy of these resolutions be sent to all members of the Society and that they be requested as they no doubt will desire to do, to write their representatives and Senators in Washington in a respectful and courteous manner asking them to support Senate Bill No. 3457 and House Resolution No. 8828 to correct the apparent INJUSTICE DONE THE PRESENT AND FORMER CIVILIAN EMPLOYEES of the Isthmian Canal Commission and the Panama Canal when all civilians were excluded from a general reward unanimously granted by the 63rd Congress for three or more years satisfactory service in the construction of the Panama Canal."

Unanimously passed. (Attest, The Secretary.)

Rewards to military officers were granted that on basis of charge of Insurance Companies for annuities, have a cash commuted value in excess of \$50,000.00. This apparent partiality of Congress for the military is not understood by the Canal employees. The Canal force from 1904 to 1907 which was the period of greatest suffering from yellow fever and other sickness and hardships, with but very few exceptions was composed entirely of civilians. Yet a general reward was given all military representatives for three or more years subsequent service and all civilians were ignored. Will you kindly give consideration to the above and advise if you do

not consider the civilians entitled to equal consideration with the representatives of the army, navy and the marine hospital service?

Respectfully,
ONE INTERESTED IN FAIR PLAY.

"SOME" CORRESPONDENCE

HOUSE OF REPRESENTATIVES
Committee on Interstate and Foreign Commerce

Washington, D. C., March 1st, 1916.

Hon. C. G. Edwards,
House of Representatives.
My dear Colleague:

I have your reference of the 29th ultimo submitting to my consideration a letter of the 21st ultimo from Mr. Emil J. Rall, your constituent, for various schemes of legislation for the benefit of employees on the Canal Zone. I am thoroughly familiar with the situation and shall with great pleasure and alacrity vote against all of them. Last session the House passed a bill to recognize the services of the engineers—Col. Goethals and his four associates—who deserve the credit and everlasting honor for constructing the Canal. The Senate unwisely attached by amendment provisions to help a lot of army and public health folks. During the closing hours of the session the Committee on military affairs, which had reported and had my bill passed through the House, accepted that amendment. There was no quorum in the House and to have voted down the amendment or sent it to conference would have defeated the legislation entirely. None of us understood what the amendment was. That is the obnoxious legislation which the Canal employees are urging as a precedent and I have introduced a bill to repeal it. Their proposition states that because army men who were in the Canal Zone on compulsion, subject to courtmartial if they kicked at anything, have been honored that all civilians should be treated the

same way. That is contrary to the history of civilization and the principles on which special recognition is grounded. If that further mistake was made, instead of correcting the first one, then all civilians who wanted to go to the Canal and were not allowed to go ought to have the same recognition and the salary the other men receive, because I had enough men in my district all the time to fill all the positions on the Canal filled by civilians, at the same price, with equal competency, and they were not allowed to do so. My men were turned down. If these fellows get their bonus, for forcibly holding jobs my folks wanted then my folks ought to have the same bonus and the same salaries of which they were deprived. You are in the same fix. Don't you think that's right?

It is true the Canal employees have a very elegant lobbying committee here, with a high salary per diem, with all expenses paid, to compass the accomplishment of their plans, and I congratulated all of the employees with whom I conversed on the Isthmus last summer that they were prosperous enough to furnish the money to maintain in elegance such a lobbying committee in Washington.

Your friend,

(Signed) W. C. ADAMSON.

Original of the above letter was referred to Mr. Rall by Congressman Edwards and by him delivered to the secretary of the Society of the Chagres.

SOCIETY OF THE CHAGRES.

Balboa, Canal Zone, March 23rd, 1916.

Hon. W. C. Adamson,

Washington, D. C.

Sir:

Your letter of March 1st, with reference to House Resolution No. 8828, Senate Bill No. 3457, to the Hon. Chas. G. Edwards, has been noted by a number of Canal employees on the Isthmus. As secretary-treasurer of the Society of the Chagres, composed of approximately 800 members, all of

whom have served on the Canal a minimum of six years prior to December 31st, 1914, I invite your attention to the following admissions and comments you make:

- I. You admit that you intended to reward only representatives of the military and, therefore, presumably intended discrimination against the civilians in rewards or recognition for service in the construction of the Panama Canal.
 - A. Your Resolution, as you acknowledge, as originally introduced in the House during the 63rd Congress, limited recognition and reward to representatives of the army and navy.
 - B. You, therefore, apparently intended to exclude civilian members of the Isthmian Canal Commission, former chief engineers, and others whose services compared most favorably with a number of the military whom you intended only to reward.
 - C. You allowed a bill **ORIGINALLY INTRODUCED BY YOURSELF** to be amended in the Senate **WITHOUT OBJECTION** on your part, to include reward for various young army officers, who for services performed under conditions existing, were probably the best paid of the entire American force on the Panama Canal.
- II You make the following comment, largely under misapprehension or in error, with reference to conditions of service on the Panama Canal for civilians and representatives of the military.
 - A. That officers of the army, navy and marine hospital service were obliged to remain on the Isthmus under penalty of court martial or that they served under compulsion in the construction of the Canal.
 - B. You imply that members of the Isthmian Canal Commission from the military were more efficient and deserving of reward than were representatives from civilian life and heads of departments.
 - C. You claim that you could from your constituency, at all times, have filled all positions on the Panama Canal with men of equal competency who were anxious for such employment. (Proof lacking).
- III. You acknowledge irregularities and ignorance of Congress or Congressmen as follows:
 - A. That the Resolution originally introduced in the 63rd Congress by you, as amended in the Senate, was finally passed in the House **WITHOUT A QUORUM**, and was, therefore, illegally passed.
 - B. That in order to secure reward for those in your opinion deserving of reward and special recognition from Congress, **YOU ACCEPTED WITHOUT PROTEST** amendments in the Senate that **YOU NOW CLASS AS "OBNOXIOUS."**
 - C. That even you, who originally presented Resolution in the House, and Congressmen generally, were ignorant of the amendment as made in the Senate.

As applicable to the preceding admissions and statement by you on Canal questions generally, your attention is invited to the following comment numbered and arranged to correspond with the preceding:

1. The partiality toward the military and discrimination against the civilians of Resolution as finally **PASSED BY BOTH HOUSES WITHOUT OBJECTION** differs in degree only from that of the original Resolution as introduced by you. In principle they are the same.
 - A. As regards public opinion on the Canal Zone and in the United States, as understood by the rank and file of those familiar with Canal questions, with possible exception of recognition of services of Major-Gen-

eral Goethals and Surgeon General Gorgas, both of whom served for a period of years with marked distinction and ability in the respective positions which they held, no classification of service on the Panama Canal can be made to reward representatives of the army, navy and marine hospital service AND JUSTLY IGNORE CIVILIANS. This comment applies to both the original Resolution introduced by you and the amended Resolution as PASSED BY CONGRESS WITHOUT OBJECTION. B. Civilians excluded from your original Resolution were in charge of and performed preliminary work under the most trying conditions of American activity on the Panama Canal, during the period from 1904 to 1907, and are to be credited with having perfected in a large measure the organization and plans accepted and continued with few important changes by the Military Commissioners, who assumed office in 1907. AFTER CONDITIONS ON THE ISTHMUS HAD MARKEDLY IMPROVED. Other civilians, since 1907, have also rendered equally meritorious service as representatives of the military included in both your original Resolution and as finally passed by Congress. C. From the preceding and the fact you ALLOWED WITHOUT OBJECTION your original Resolution to be amended to include numerous of the younger officers of the army, navy and marine hospital service, who considering assignments given them and conditions surrounding their service on the Panama Canal, were probably the least deserving of reward and special recognition of the entire American force on the Panama Canal, it seems reasonable to conclude that you are partial to the military. It is difficult to believe, regardless of how ignorant the average Congressman may be of all legislation passed, that he ignores amendments to that which he introduces.

- II. The statements you make and the necessary inferences therefrom, as to conditions prevailing on the Isthmus during the period of Canal construction, are not in harmony with official and published records of the Isthmian Canal Commission, and convince the large majority of Canal employees, who have noted your letter to Congressman Edwards, that you are not "THOROUGHLY FAMILIAR WITH THE SITUATION."
 - A. Your statement that army officers were forced to serve on the Panama Canal against their wishes and desires, can be only nominally technically correct. Major-General Goethals states in letter to Secretary of War, under date of January 22nd and published in Document No. 676 of the 1st session of the 64th Congress, that with one exception they were all consulted and accepted or were anxious for Canal service before appointment. The records of their employment, or investigation of circumstances surrounding, may also disclose even that political influence was not altogether ignored in securing assignments on the Isthmus, or in retaining such assignment when recalled, or about to be recalled. For comparative salaries paid representatives of the military in their regular positions in the military service and on the Panama Canal please see pamphlets that have been sent you by Panama Canal employees, and note that their excess salaries on the Isthmus were on the average several times the 25 percent maximum that you consider appropriate for civilians and operating force.
 - B. For comparative meritorious service of representatives of the military and civilians, your attention is invited to Document above mentioned and to statements of Major-General Goethals in address at Corozal shortly after his arrival on the Isthmus in 1907; also to cost data and records of Canal construction.
 - C. Your statement that during the construction of the Panama Canal, you "had enough men in my district all the time to fill all the positions on the Canal filled by civilians, at the same price WITH EQUAL COMPETENCY," has created considerable amusement on the Isthmus and is generally accepted as proof that you are not and were not "thoroughly familiar with the situation." It is a matter of record that numerous labor agents were for several years maintained to travel through the United States and that numerous advertisements appeared in many U.

S. papers to obtain skilled mechanics, clerks, and all classes of American labor as engaged on the Canal and that considerable difficulty was encountered in securing capable men in sufficient number to fill the positions and for which MEN FROM YOUR DISTRICT DID NOT APPLY IN SUFFICIENT NUMBER, whether for lack of ability or other reasons unknown. As evidence of difficulty thus encountered please refer to Canal records and note that there have been engaged for service on the Canal about seven times the number of men employed in the average force, and that comparatively few remained in the service for three years or more. You are also reminded that in order to retain employees, "longevity pay or extra reward for CERTAIN CLASSES (again there was discrimination) was authorized in 1907 to date from beginning of Canal employment and which was discontinued in 1909.

III. The admissions of apparent irregularities on the part of Congress or Congressmen, as made in your letter to Congressman Edwards, under date of March 1st, are not flattering to Congressmen generally, the handling of legislation in Washington, nor to one who now vigorously assails legislation IGNORED BY HIM or aided and abetted at a time when he had every opportunity to protest or oppose, when protests or opposition would probably have been effective.

A. It is at least general newspaper comment that committee action and recommendations practically control legislation as passed by Congress. It has been, however, generally believed that all such recommendations from committees were formally approved by at least a majority of Congress in session COMPOSED OF AT LEAST A QUORUM before they became a law. Your admission that such is not always the case should be of interest to all and of special interest to various organizations, which have for their object the democratization of government. It would also appear that one not approving legislation as passed, would make effort to protect himself by being recorded in the record as not approving. You, therefore, appear to be now estopped from claiming disapproval of LEGISLATION AS PASSED WITHOUT OBJECTION.

B. It is noted that in order that you might obtain reward for those whom you thought deserving, you accepted without objection amendments by the Senate to reward others that the Senate considered deserving of reward; that you now claim practically, that a majority of Congress did not favor rewards as granted, yet laws passed that gave captains of the army, for service on the Isthmus, less deserving of rewards than thousands of others, rewards that have on basis of charge of insurance companies for annuities, a cash commuted value in excess of \$50,000.00. Congress either favored rewards granted, or it did not for legitimate reasons. If not for legitimate reasons, perhaps for "pork".

C. The plea now from one responsible for original introduction of Resolution in the House for reward of military officers, that he disclaims responsibility for the "obnoxious" legislation on the ground that the House was ignorant of the amendment added by the Senate, is contrary to legal principles and application of laws as passed by Congress. "Ignorance of the law is no excuse" is generally accepted in many circumstances, and how much more should it not apply to those who make the laws.

Your comment on any or all of the preceding will be appreciated.

Respectfully,

(Signed) F. G. SWANSON,

Secretary-Treasurer, Society of the Chagres.

HOUSE OF REPRESENTATIVES
Committee on Interstate and Foreign Commerce.

Washington, D. C., March 30th, 1916.

Hon. F. G. Swanson, Secretary, Society of the Chagres,
Balboa, Canal Zone.

Dear Sir:

I have received your favor of the 23rd instant. The only reply necessary is to call your attention to my letter to Mr. Edwards, which you say you have seen and read. If so, your letter to me was wholly unnecessary and no reply from me is necessary. I, however, enclose you copy of the bill I have introduced to correct the error the Senate forced on us.

Yours truly,

W. C. ADAMSON.

COMMENT:—

It may be admitted that my letter "was wholly unnecessary" and also this entire correspondence including the letter of Judge Adamson to Congressman Edwards. It may also be admitted that criticism of actions of Congress and Congressmen is wholly unnecessary, especially from the Congressmen's viewpoint unless favorable. Judging from the admissions in letter of Congressman Adamson to his colleague, Congressman Edwards, it might well appear to those of us who believe Congressmen, at least, should know something about legislation passed that some congressmen are unnecessary and from "correct the error the Senate forced on us" it might even be inferred that the House is unnecessary or at least useless, since they surrender to the smaller force, while illogically complaining that the American army is smaller than those of European monarchies.

Bill to correct as above mentioned by Congressman Adamson, follows:

64th Congress Report No. 515.

HOUSE OF REPRESENTATIVES.

TENDERING THANKS OF CONGRESS TO CERTAIN OFFICERS, PANAMA CANAL.

April 11, 1916.—Referred to the House Calendar and ordered to be printed. Mr. Adamson, from the Committee on Interstate and Foreign Commerce, submitted the following Report. (To accompany H. R. 9134.)

The Committee on Interstate and Foreign Commerce, to whom was referred the bill (H. R. 9134) to repeal certain sections and part of section of an act entitled "An Act to provide for recognizing the services of certain officers of the army, navy and public health service for their services in connection with the construction of the Panama Canal, to extend to certain of such officers the thanks of Congress, and for other purposes," approved

March 14th, 115, having considered the same, report thereon with amendment and as so amended recommend that it pass.

Amend the bill as follows:

Strike out all after the enacting clause and insert in lieu thereof the following:

That the act of Congress entitled "An Act to provide for recognizing the services of certain officers of the army, navy and public health service for their services in connection with the construction of the Panama Canal, to extend to certain of such officers the thanks of Congress, and for other purposes," approved March 4th, 1915, be amended to read as follows:

"That the thanks of Congress are hereby extended to the following officers of the army and navy of the United States who as members of the late Isthmian Canal Commission, have rendered distinguished service in constructing the Panama Canal, to-wit: Colonel George W. Goethals, chairman and chief engineer; Brigadier General William C. Gorgas, sanitary expert; Colonel H. F. Hodges; Lieutenant Colonel William L. Sibert; and Commander H. H. Rousseau.

"Sec. 2. That the President is hereby authorized, by and with the advice and consent of the Senate, to advance in rank one officer of the Corps of Engineers, United States army, named in section one of this act, to the grade of major general of the line, United States army, and one officer of the Medical Department, United States army, named in the same section, to the rank of major general in said department: PROVIDED, That no officer now belonging to said corps or said department shall be deprived of or prejudiced in his regular promotion.

Sec. 3. That for the purpose of this act the number of major generals of the line, United States army, is increased by one and the rank of the head of the Medical Department, United States army, is made that of a major general; PROVIDED, That the officer who may be advanced and appointed major general in the Medical Department, United States army, shall thereupon become the head of such department, and the operation of so much of section twenty-six of the act of February 2nd, 1901, as limits the term of office of the head of the Medical Department, United States army, shall be suspended during the incumbency of the head of the department who may be appointed under this act: PROVIDED FURTHER, That whenever any officer advanced under the provisions of this act to the grade of major general, United States army, shall become separated from the active list of the army by retirement or otherwise, the extra office or grade to which he shall have been so advanced or appointed shall cease and determine, and if such officer was, prior to such separation, the head of the Medical Department, thereafter the rank of the head of the Medical Department, United States army, shall be that of a brigadier general: PROVIDED ALSO, That the President, upon the retirement of the officers of the United States army and navy named in section one of this act and not advanced in rank in accordance with section two, is hereby authorized, by and with the advice and consent of the Senate, to advance said officers one grade on the retired list.

Sec. 4. That all parts of said act not herein reenacted are hereby repealed."

The purpose of the bill herewith reported is to correct an erroneous provision contained in an act entitled "An Act to provide for recognizing the services of certain officers of the army, navy and public health service for their services in connection with the construction of the Panama Canal, to extend to certain of such officers the thanks of Congress, and for other purposes," approved March 4, 1915.

The House passed a bill to extend the thanks of Congress and to provide certain promotion for Col. Goethals, Col. Gorgas, Col. Hodges, Col. Sibert, and Commander Rousseau, who were the engineer commissioners who superintended the construction of the Canal.

In the Senate the bill was amended so as to confer various benefits upon certain inferior officers of the army and the public health service and also to prevent the subsequent order of promotion of the before-mentioned engineer Canal commissioner. The provision directly contradicted a provision

of the bill passed by the House providing that the benefits of that bill should not interfere with the usual and ordinary opportunities for promotion.

The bill came back to the House with those amendments in the last hours of the 63rd Congress and the amendments were concurred in. Your committee thinks those amendments erroneous and proposes to revise and reenact the aforesaid act so as to eliminate and repeal said amendments. Said amendments were wrong for two reasons. First: They detract from the honor and distinction intended for the engineer commissioners by making the benefits conferred so cheap and common through the recognition of other minor and inferior officers for whom such recognition was not intended and by such recognition of them the honors intended for the engineer commissioners are rendered less conspicuous and signal. Second; such recognition of the minor and inferior officers of the army and public health service has mislead the other officers of the army and public health service, as well as the civilian employees on the Isthmus, all of whom are insisting that they also ought to be recognized and rewarded by promotions and by a bonus. Your committee does not believe that committing one wrong can be properly corrected by committing other wrongs of the same kind. The proper remedy is to repeal the amendment which inflicted the wrong. Therefore instead of extending the promotion, bonus, and largess to others who are not entitled to it your committee thinks it far preferable to undo the original mistake, and for all purposes the accompanying bill is hereby reported by substitute, that the substitute be adopted, and that the bill be passed.

Employees on the Canal deny that even five military men are deserving of rewards for services in construction of the Panama Canal, if all civilians are to be ignored.

Congressman Adamson, between April 11th, when above was submitted, and July 17th, 1916, evidently began to see the justice of claims of civilians, for on latter date he presented the following:—

64TH CONGRESS, 1ST SESSION, H. R. 17040.
IN THE HOUSE OF REPRESENTATIVES, JULY 17, 1916.

Mr. Adamson introduced the following bill, which was referred to the Committee on Interstate and Foreign Commerce and ordered to be printed.

A BILL.

Providing for certain privileges and recognition of employees of the Panama Canal and the Panama Railroad, and for other purposes.

BE IT ENACTED BY THE SENATE AND HOUSE OF REPRESENTATIVES
OF THE UNITED STATES OF AMERICA IN CONGRESS ASSEMBLED.

That from and after this date, in addition to the regular salary received, occupancy of quarters for a man with family or a single man, including light, fuel, and, in case of bachelor quarters, janitor's service, shall be free to all

American employees on the gold roll working for the Panama Canal or the Panama Railroad Company, including the judge, district attorney, and other court officers, and all the attaches of the American Legation at Panama, to an amount not exceeding ten per centum of the salary of said employee. If the amount exceeds said ten per centum the excess shall be paid by the employee. Also hospital and medical attention shall be free to the employees themselves where the illness does not result from the fault of the employee. The families of employees shall be accorded reduced rates.

Sec. 2. That the President is authorized to cause an investigation to be made of the record of all employees who have worked in connection with the construction of the Panama Canal since the beginning of the work, and from the records and other evidence available if it is found that any persons so employed behaved and performed their work in a manner deserving special notice, or performed any signal service entitling them to special recognition, the President is authorized to report to Congress any and all such persons, together with a statement of the facts and a recommendation as to what recognition or reward should be accorded by Congress.

HEARING BEFORE A SUBCOMMITTEE OF THE COMMITTEE ON INTER-OCEANIC CANALS, UNITED STATES SENATE.

SIXTY-FOURTH CONGRESS, FIRST SESSEION, ON S. 3457.

A BILL to provide for recognizing the value of the services of such citizens of the United States, not officers of the Army, Navy, or public health service, who were employed by the Isthmian Canal Commission or the Panama Railroad Company and who served as such officials or employees of the Isthmian Canal Commission or the Panama Railroad Company for a period of three years or more during the construction of said Canal, and making an appropriation therefor.

Printed for the use of the Committee on Interoceanic Canals.

RECOGNIZING THE SERVICES OF CITIZENS EMPLOYED BY THE ISTHMIAN CANAL COMMISSION.

FRIDAY, MARCH 17, 1916.

UNITED STATES SENATE, SUBCOMMITTEE ON INTEROCEANIC CANALS, WASHINGTON, D. C.

The Subcommittee on Interoceanic Canals met at 10:30 o'clock a. m. in Room 421, Senate Office Building, pursuant to call, Senator Thomas J. Walsh presiding.

Present: Senators Walsh (chairman) and Brandegee.

Also present: Gen. George W. Goethals, C. O. Simmons, J. J. Eason and J. J. Bridges.

THE CHAIRMAN. The committee has been called for the purpose of considering the bill (S. 3457) to provide for recognizing the value of the services of such citizens of the United States, not officers of the Army, Navy, or Public Health Service, who were employed by the Isthmian Canal Commission or the Panama Railroad Co., and who served as such officials or employees of the Isthmian Canal Commission or the Panama Railroad Co. for a period of three years or more during the construction of said canal, and making an appropriation therefor, which the clerk will insert in the record.

The CHAIRMAN. The committee will first hear Gen. Goethals.

STATEMENT OF GENERAL GEORGE W. GOETHALS.

Senator WALSH. General, we are prepared to hear from you.

Gen. GOETHALS. Congress at its last session passed a bill giving the

thanks of Congress to certain officials of the Panama Canal specially, also providing for the promotion of certain members of the Isthmian Canal Commission, and then another provision which gave promotion to all officers of the Army and Navy and Public Health Service who had served three years prior to April 1, 1914. The specific terms promoted one brigadier general to major general; one colonel to major general; one colonel to brigadier general; one lieutenant colonel to brigadier general; one commander in the Navy to rear admiral junior grade. Outside of the specific promotions, the bill authorized the promotion to the next higher grade all officers who had served three years or more prior to April 1, 1914, and also stipulated that the officers so benefited might or would on application be retired with three-quarters pay. That act benefited some 23 men, all part of the canal organization, and entirely excluded from it either thanks or reward to all the civilians who had been employed, which I think was an injustice, and I have recommended that some recognition be given to the civilian employees who served three years prior to April 1, 1914, and recommended that the reward take the shape of a bonus. Now, that is the situation.

Senator WALSH. And the bonus is that specified in the bill?

Gen. GOETHALS. The bonus is not specified. It has been figured up on the basis of two months' pay for each year's service for all employees—that is, all American employees who served more than three years; that would be considerably less than the rewards given to the Army, Navy and Public Health Service. There has been a general feeling that the Army officers were ordered on duty to the canal while the civilians voluntarily went there. That statement is not correct. No Army officer was sent there who did not care to go and the number of Army officers who volunteered was greatly in excess of the number of positions we had. Another statement is that Army officers received no extra pay. They received extra compensation, the original act authorizing the President to fix extra compensation to those who went to the canal, and some of them received three times as much pay as the Army or Navy pay authorized.

Senator WALSH. Who were the individuals, General, who profited by the earlier acts of Congress?

Gen. GOETHALS. The officers of the Army and Navy and Public Health Service. When I went there the commission regulations provided that the officers of the Army and Navy and Public Health Service detailed for duty with the canal should receive an increase of 50 per cent of their Army pay, and that resulted in considerable friction and trouble, for the reason that a service man would get considerably more money by his 50 per cent increase, together with his service pay, than the pay drawn for similar service if the position were occupied by a civilian. To overcome that I had the resolution changed and then fixed the pay of the position. If it were occupied by a civilian he would get the full amount; if occupied by a service man he would get the difference between the pay he received for his rank in the service and the pay of the position, so that we put the civilian and service man on a parity, but this last legislation has discriminated very strongly against the civilian. The men who have gone there severed their connection with the States, to a considerable extent, and have gotten out of touch with things. They have had considerable difficulty in getting employment on their return because they were out of touch, whereas the Army and Navy men returned to duty and continued on without any break or interruption to their position. I was not in favor of promotion for anybody, but as soon as they promoted a select few, then I thought something ought to be done for the civilians, and I still think so.

Senator WALSH. What was the character of the work done by the civilians as compared with that performed by the men drawn from the public service?

Gen. GOETHALS. Exactly the same. For instance, in the reorganization that was made in 1908, at that time I had a number of Army officers there and I concluded that I would get up some rivalry between the Army officers and civilians, and I assigned the north end of the canal to the Army officers and the south end of the canal to the civilians, and thus created a

rivalry between the two forces which resulted in good to the work, so that we have the two right on a parity.

Senator WALSH. Could you give us some concrete instances or some of the names of the public-service men who are doing or did substantially the same work done by individual civilians?

Gen. GOETHALS. Yes; the construction of the locks and dams on the Pacific side was all done by civilians, Mr. Williamson as division engineer. The salary of the division engineer was \$10,000. On the Atlantic side the same character of work—construction of locks and dams—was under an Army officer, and a member of the commission, who was drawing \$14,000. He was getting \$4,000 more by reason of his being a member of the commission. We had an assistant engineer, an Army officer, on the Atlantic side, and that position was occupied by Mr. Watt and Mr. Cole on the Pacific side; they were doing the same character of work. We had a dredging officer on the Atlantic from the Army, and we had a resident engineer, a civilian, on the Pacific side; they were doing the same class of work. The construction of the dam on the Atlantic side was in charge of an Army officer and was done under a resident engineer on the Pacific side, a civilian. The construction of the Gatun Locks was under an Army officer and the construction on the Pacific side was under a resident engineer, a civilian. The rates of pay were the same for the character of work done. The work on the Pacific side was very much more cheaply and quickly done than on the Atlantic side. We had some regular Army medical men in the hospital and we had some civilians. The head of the medical clinic and the surgical clinic were both civilians and serving under them were Army officers in junior capacities. So that the parallel goes all the way through. We had a Public Health man on the Atlantic side and a civilian on the Pacific side as quarantine officer, so that on both sides we had exactly the same character of men.

Senator WALSH. You referred to the difficulties under which the civilians labored in securing employment on their return, while the public-service men dropped into the employment of the service to which they were attached before they went to the canal. Was not that in a measure compensated by the reputation these men acquired in their service in the work of construction of the canal?

Gen. GOETHALS. That is true, but that is also applicable to the Army men, and, as a consequence, you will find the men have taken advantage of that provision of the act and have retired and gone into lucrative employment in civil life.

Senator WALSH. That is to say, the fact that these men have been connected with the canal construction is an advantage to them in an effort to secure employment, is it not?

Gen. GOETHALS. I think it is for the service men. Except in certain positions I do not think it is so applicable to the civilian.

Senator WALSH. Why?

Gen. GOETHALS. In the higher classes of employment it would be. You take the men who were prominent in the construction work, it would help them, but the vast rank and file did not attain prominence by that employment, men in the shops and in the transportation service, and so on; a general foreman in charge of shops or a gang. They do not attain any prominence in their work, and consequently it would not help them.

Senator WALSH. You think the benefit would attach only to those who occupied the higher positions?

Gen. GOETHALS. Yes, that is what I think.

Senator WALSH. This bill would cover all classes of employees, would it?

Gen. GOETHALS. Yes, Mr. Simmons made the statement to the House the other day that the average amount received by the rank and file would be about \$1,200 to \$1,500 per man, showing that the officials would get the largest amounts.

Senator WALSH. Is the distribution to be paid in proportion to the amounts they were drawing?

Gen. GOETHALS. Mr. Simmons suggested that in case it was desired to reduce the size of the appropriation, the amount paid to any one should not

be more than \$3,500; the others were to get two months' pay for each year's service, making the average amount about \$1,200 to \$1,500.

Senator WALSH. Has the amount been calculated so that the appropriation of nine millions will cover that?

Mr. SIMMONS. It is approximately \$9,000,000. It may run a little over or a little under; that is why Senator Martin adopted that amount.

Senator BRANDEGEE. This bill provides that a sum equivalent to two months' pay, at the rate the men were being paid in a certain month of 1914, or if they were not serving them, at the rate they were getting the last month they did serve, should be paid. How many men would that cover?

Mr. SIMMONS. About 5,000. There are about 3,800 scattered about in the States and 1,200 still on the canal.

Senator WALSH. Mr. Simmons, what is your name and occupation?

Mr. SIMMONS. C. O. Simmons. I am inspector of finished material in the mechanical division.

Senator BRANDEGEE. Is a duplicate of this bill pending in the House?

Mr. SIMMONS. Yes, sir; H. R. 8828.

Senator BRANDEGEE. Before what committee?

Mr. SIMMONS. The Committee on Appropriations.

Senator BRANDEGEE. Has it been reported yet?

Mr. SIMMONS. Not yet.

Senator BRANDEGEE. Has any other Government official recommended the passage of this bill except Gen. Goethals—has any department?

Mr. SIMMONS. Not that I know of. (See references to Secretary of War later.)

Senator BRANDEGEE. Do you know, Gen. Goethals?

Gen. GOETHALS. I forwarded it to the Secretary of War. He regarded it favorably at that time. You have the letter there, Senator Walsh.

Senator WALSH. Yes; I think so. This letter will be included in the record, also the letter of Gen. Goethals.

(The letters referred to follow:)

(HOUSE DOCUMENT NO. 676, SIXTY-FOURTH CONGRESS, FIRST SESSION)
WAR DEPARTMENT.

WASHINGTON, February 9, 1916.

Sir: I have the honor to forward herewith, for the consideration of Congress, a copy of a self-explanatory letter dated January 22, 1916, addressed to me by Maj. Gen. George W. Goethals, Governor of the Panama Canal, together with a petition received by Gen. Goethals from civilian employees of the Panama Canal and Panama Railroad Co., requesting recognition of their services in connection with the construction of the canal, in view of the action already taken by Congress in substantially rewarding the officers of the Army, Navy, and Public Health Service who served with the Isthmian Canal Commission on the Isthmus for more than three years.

Very respectfully,

LINDLEY M. GARRISON, Secretary of War.
THE SPEAKER OF THE HOUSE OF REPRESENTATIVES.

(Letter of Gen. Goethals appears later in endorsement by Theodore Roosevelt.)

Senator BRANDEGEE. He does not take any position about it, then?

Mr. SIMMONS. Secretary Garrison was just leaving the Cabinet, but he expressed himself very forcibly to me on several occasions as to the injustice that has been done the civilian employees. He made that statement emphatically.

Senator BRANDEGEE. How many men are there?

Mr. SIMMONS. There are approximately 1,200 on the Isthmus, and 3,800 scattered throughout the United States. Every State in the Union has some; we are in touch with about 3,800. We know they are pretty well scattered all over the United States.

Senator BRANDEGEE. I notice the bill provides a sum equal to two months' salary for each year's service to those who served three years or more.

You do not want to make any provision for those who served a fraction of a year?

Mr. SIMMONS. That three years' service was suggested on account of the Army bill having provided that fractions of years could not count.

Senator BRANDEGEE. The bill is satisfactory to you gentlemen without any amendments, as it stands, is it?

Mr. SIMMONS. It is satisfactory, except that provisions limiting the maximum to be received would cut it down somewhat. It would cut the resident engineer in charge of dredging, a man we do not want to cut on account of his efficient service—it would cut him from \$9,960 to \$3,500, or whatever the maximum would be decided upon, but that is merely a suggestion to reduce the amount paid to the man who does not need it the most. The man who worked for 65 cents an hour, who made possibly \$135 a month if he worked every day, and who left the service and came back here, needs that \$800, \$1,000, or \$1,200, where the man who has drawn \$6,000 or \$8,000 is not in particular need of his \$3,500. We are also following the precedent set in compensation acts where employees of the Government will be paid a certain amount, providing the maximum is not over \$200 a month. Senator Sutherland told me that was put in so a cabinet officer or some one like that would not, in case of injury, get a much larger sum. If that suggestion were adopted then that would limit the maximum amount paid. There would be a considerable saving, and it would mean that the nine millions would more than dispose of the benefit.

Senator BRANDEGEE. Are you representing the claimants?

Mr. SIMMONS. Yes, sir; I am chairman of the committee, consisting of Mr. Eason, Mr. Bridges and myself. We are all bona fide employees of the Panama Canal, on special leave for this purpose.

Senator WALSH. You have given considerable thought and study looking for legislation of a similar character; that is legislation providing for the payment of an additional sum to officers or employees of the Government after the service has been rendered and payment made to them of the salary or wages provided for them at the time the service was undertaken, have you?

Mr. SIMMONS. In the case of those who volunteered in the Spanish-American War, they were given a bonus of some months' pay at their discharge. I have been informed it has been customary, or at least it has been done by Congress at its adjournment to vote additional compensation to the employees of the office buildings and Capitol. As to the official record, I have not looked into it. (Letter and news item reference Philippine Retirement Pay in later pages.)

Senator BRANDEGEE. Is there any instance of public work where the Government is engaged, as on irrigation work or something of that kind, where there has been a distribution of a bonus to employees?

Mr. SIMMONS. I do not think so.

Senator BRANDEGEE. General, do you know of any other Governments that have paid a bonus of this kind?

Gen GOETHALS. I do not know anything about that. I thought Congress established that precedent last year.

Senator BRANDEGEE. Well, did it?

(Does Senator Brandegee consider military men of a different caste?—Ed.)

Mr. SIMMONS. There is a precedent among private corporations. A great number of corporations give bonuses each year on a profit sharing plan, or for other services. It is distributed each year. We have a number of those corporations with which we have been corresponding, and I would be pleased to send you a copy of the Panama News Letter which is published on the Isthmus, also a clipping from the New York World. They might be of interest to you.

Senator WALSH. We would be glad to have them, and they may be put in the record.

(The paper and clipping referred to were subsequently submitted and are here printed in full, as follows:)

(PANAMA NEWS LETTER, Jan. 24, 1916.)

**CASH BONUS GEN. GOETHAL'S RECOMMENDATION IS
IN ACCORD WITH CONGRESSIONAL PRECEDENTS
AND THE CASH BONUSSES RECENTLY PAID BY THE
BUSINESS MEN OF THE UNITED STATES.**

Considering Gen. Goethal's recommendation that a cash bonus be paid to the civilian Canal builders, Congressmen may well be asked to remember (1) that the Government once offered a cash bonus to contractors to complete the Canal; that (2) Congress is paying a bonus in the form of longevity pay to some Canal employees, and as increased retired pay to some army officers; and (3) that business men all over the United States, since this Congress convened, have paid cash bonuses to their employees in some instances of millions of dollars.

The bonus that was offered to contractors was 10 per cent of \$375,000,000, the estimated cost. While contractors were considering that offer the Canal organization worked so well and so fast that the Government was convinced contractors were not necessary. The contractors that did offer to do the work have since admitted that the Canal men under General Goethals completed the work faster and cheaper than they could have finished it.

The bonus offered to contractors was many times the sum now necessary to pay the bonus Gen. Goethals recommends, while the Canal completed by the men he will recommend to Congress is larger by one-third all through the eight miles of the part most difficult to build (the Culebra Cut), than the Canal for which contractors were offered a bonus.

Not a dollar additional has been required to remove the million of yards of excavation necessary to give the Canal this greater width or the millions of yards removed from the recent slides because of the reduced construction charges Gen. Goethal's men made and maintained.

In recognition of this remarkable record the last Congress in its last hours ignored all the civilians, who, Gen. Goethals has repeatedly stated, built the Canal, and, with the deserved honors for General Goethals and Gorgas, granted increased rank and large financial rewards for life to a few younger officers of the army associated with the Canal work.

As the civilian Canal makers for whom Gen. Goethals now asks fair treatment come from every congressional district Congressmen will be interested in the proof that the business men of the United States, like General Goethals, believe all employees or none should be rewarded. This proof is afforded by the record of bonuses recently paid, printed herewith. The business firms in this list are representative of hundreds of others. That the number of employees of many of these firms is far in excess of the number of civilian Canal makers, whom Congress would have to consider for a bonus should be of as much interest as the proof this list gives that business men did not, as Congress unintentionally did, reward only a favored few. The bonus Gen. Goethals recommends is for work that benefits all business everywhere and humanity.

Eastman Kodak Co., Rochester, N. Y., \$1,000,000 wage dividend to be divided among all employees with the company a year or more. This company has 11,000 employees.

Grafton & Knight, Worcester, Mass., distributed \$85,000 among their 1,700 employees "as bonuses for loyalty during the past year in an unprecedented rush of business."

International Harvester Co., Chicago, made it easily possible for all of its 35,000 employees to become stockholders, and, while sharing stock dividends, receive five per cent interest on all the payments their employees make.

United States Steel Corporation, \$2,000,000, distributed among all its employees, in addition to the profit-sharing plan given to all employees.

General Chemical Co., New York City, distributed \$3,000,000 among its 15,000 employees.

Frostman & Huffman, Passaic, N. J., distributed \$80,000 among their 3,000 employees.

John B. Stetson Co., Philadelphia, gave a bonus to every employee and over 300 shares of stock for a fund of general benefit to all employees.

Savage Arms Co., Utica, N. Y., gave \$150,000 as a New Year's gift to its employees. The salaried men were given the equivalent of a year's pay; pieceworkers received bonuses in some cases of \$400.

New Jersey Zinc Co., Allentown, Pa., on January 1 announced the distribution of \$250,000 among all their employees as a New Year's gift.

Du Pont Powder Co., Wilmington, Del., continues through the year to all employees a 20 per cent cash bonus payable monthly.

Bankers' Trust Co., New York City, 5 per cent of their annual salaries and \$20,000 to the employees' pension fund.

J. P. Morgan & Co., New York City, 100 per cent of their year's salary to all employees.

Diamond State Fibre Co., Morristown, Pa., a dividend every three months to all employees, based upon wages earned, this dividend to be at least 6 per cent.

Kohler & Campbell, New York City, \$70,000 divided among all its employees.

(Clipping from the New York World.)

\$1,000,000 TO ITS WORKERS.

Rochester, December 15.

Directors of the Eastman Kodak Co. have declared a wage dividend of \$1,000,000, payable to all employees who have worked for the company a year or more. Payment will be made on the basis of 3 1-2 per cent of a year's salary multiplied by the number of years, not exceeding five, the employee has been working for the company.

The maximum dividend amounts to 17 1-2 per cent for those who have been on the pay rolls for five or more years. The distribution will be made July 1, 1916. Nine weeks' salary will be received by those entitled to the maximum dividend. This is the fourth annual wage dividend declared by the company and is the largest of the four.

Senator WALSH. I should say in this connection that there is a provision of our state constitution which would forbid legislation of this character, that is to say, the payment of any consideration upon any basis whatever for services after the services have been rendered and payment made in accordance with the amount stipulated when they were rendered. Of course Congress is not bound by any constitutional provision of this character.

Mr. SIMMONS. I would like to quote just one instance, not that we have any controversy with the gentlemen who have been rewarded, but merely to show where the discrimination does come in—that is, a lieutenant in the army who went there in 1905 and has occupied positions paying \$6,000 and \$7,000 per annum for 10 years and had reached through ordinary promotion the rank of captain. Immediately upon this army bill becoming effective, he asked and was granted permission to retire. He has entered the employ of a large manufacturing concern in competition with a civilian at a large salary and is carried on the retired rolls as a major and will draw approximately for the balance of his life \$3,000 per annum. This man was not an engineer officer; his ability was not of a higher order than that of a great many civilians who worked under him, and we feel that he has thus handicapped us. He left a position that would have paid him \$3,600 anyway. He was under 40 years of age and will have received, if he lives the ordinary course, approximately \$90,000, paid by the Government, for which he will render absolutely no return whatever.

Senator WALSH. That is the case with everyone who goes into the army service, is it not?

Mr. SIMMONS. No, Senator; it is not for the reason that this bill provides that upon application these officers must be retired, and be retired immediately when that bill becomes effective. He told me personally that the ink of the President's signature would not be dry before he would be out. I do not know how long it takes the ink to dry, but that is what he told me. The engineer officers, we believe, should have been shown consideration. The members of the commission, we believe, are certainly entitled to it. I was educated as a civil engineer and know that we never could have gotten eminent civilian engineers to have served there as loyally and efficiently for the money. We do not believe that the engineer officers who came down there—in many cases they were subordinate to the civilians—should not be shown consideration. We are asking for a very small reward in comparison with that you have given to this army officer I have mentioned. You have already given or provided whereby he will receive \$90,000. We believe we are very modest in our request.

Senator WALSH. General, did you recommend the legislation whereby a reward was given to men coming from the public service?

Gen. GOETHALS. I opposed it; I was against any rewards.

Senator WALSH. Are you on record officially in the matter?

Gen. GOETHALS. Yes, sir.

Senator WALSH. In what way?

Gen. GOETHALS. In a letter published in the Congressional Record that I wrote to some Congressman.

Senator WALSH. About what time?

Gen. GOETHALS. Mr. Taft recommended that I be promoted to the grade of major general in the army, and I opposed it, saying that I did not believe a duty done was anything to be rewarded for; that we were doing our duty, and I thought that ought not to be rewarded.

Senator WALSH. That was in connection with a move to promote yourself individually?

Gen. GOETHALS. Yes, sir.

Senator WALSH. I referred to this act.

Gen. GOETHALS. I had nothing to do with this bill. The bill was pushed through and I knew nothing about it until it passed the Senate and passed the House the next day and was ratified the same day. I knew nothing about it. (See quotation from Congressional Record,—“We consulted the gentlemen, themselves.”—Editor)

Mr. SIMMONS. I think that information could be supplied by the officer to whom I have referred. I think he had an influential family.

Senator WALSH. Can you tell us, General, how many of the army officers have taken advantage of the opportunity to retire?

Gen. GOETHALS. I know of three.

Mr. SIMMONS. There are about nine or ten. Chaplain Brown, Captain Wood, Captain Stickie, Col. Dickson, Captain Whitlock, Captain Nixon. That is six we know of positively who have left the service. The majority of them are working for munition manufacturers now. (Major C. W. Barber has also retired.—Editor).

Senator WALSH. Gentlemen, have you anything further to offer?

Gen. GOETHALS. I have nothing more to say.

Mr. SIMMONS. I think that is all we have to offer.

The CHAIRMAN. The following letters and memoranda relating to former civilians on the Isthmus will be printed in the Record.

“The letters referred to are here printed in full, as follows:

(MEMORANDUM.)

Henry W. Dohrmann, clerk, accounting department, appointed March 1, 1906. Entered on six months' leave of absence without pay August 21, 1915. This leave was granted on account of him having developed tuberculosis, to give him a chance of getting rid of the disease. He served continuously for near 10 years from March 1, 1906, to August 21, 1915, and the attached copy of letter to him from the executive secretary shows the consideration his long service has won for him. An army officer can retire on three-fourths of the pay of the next highest grade after three years' service; a civilian gets “canned” after ten years for asking an extension of leave without pay.

THE PANAMA CANAL.

Balboa Heights, Feb. 21st, 1916.

Mr. H. W. Dohrmann,
St. Petersburg, Fla.

Sir:

Your letter of the 26th ultimo to the chairman of the medical examining board, making application for additional leave of absence, has been referred to this office.

The board expresses grave doubt as to whether you should be allowed to return to the Tropics, and the chief health officer is emphatic in his recommendations that a man who has once had tuberculosis be advised to remain away from here. On this account and because further extension of your leave would establish an undesirable precedent, it has been decided to terminate your services at the end of the leave already granted you.

By direction of the acting governor.

C. A. McILVAINE, Executive Secretary.

ONE VIEW OF MILITARY VS. CIVILIAN PHYSICIANS.

2605 Brown Street, Philadelphia, Pa., May 30, 1916.

Mr. C. O. Simmons,
Washington, Rep. P. C. E. A. Ass'n.

Dear sir:

Your very welcome letter received, and many thanks for your kind interest, and information.

To-day I am writing Mr. Fitzgerald and this is a copy of letter.

In reply to a letter I sent Mr. C. O. Simmons, Washington, Rep. of Panama Canal Employee's Association, asking for information about rewards to be given employees of the Isthmian Canal Commission, on the Isthmus performing three or more years of continuous service before April 1st, 1914, (if Congress passes the bill) he sent me your address stating that I should write you a statement of the facts of my husband's illness and death after his resignation from work on the Canal. My husband, Patrick L. Sheridan, was employed by the I. C. C., of Panama Canal in August, 1905, and resigned in April, 1913, through illness contracted while in the service. He died here in Philadelphia the 20th of November, after the fourth operation for "Sarcoma" of the throat, which he declared he got from eating ice cream out of a dirty milk bottle, sent with his lunch from Corozal hotel. The same night he complained of soreness in his throat, and told me about the dirty bottle, which he did not notice until it was empty. He went to Ancon hospital the next morning and saw Doctor Reeder who told him to come at once in and have the throat treated, he then went to his work to arrange things, so he could go in the hospital, as soon as possible. The next day being Sunday he rested up but had no peace from the pain of his throat. (Our living quarters were then in Culebra) he felt so badly that Sunday he went over to Culebra hospital for something to relieve him, and the doctor gave him a gargle, and swabbed out the throat, after which he felt better, and went again to work Monday morning. He was at work when a doctor from Culebra hospital came to our quarters and told me Mr. Sheridan had diptheria and that we were quarantined, I, as a suspect, and Mr. Sheridan as a positive case. By order of Dr. Crabtree we must go to the Isolation Ward of Ancon hospital. We went, and after 12 days it was found not to be diptheria, but the deadly SARCOMA, and three days more passed before he was operated on by Doctor Herrick. If only Doctor Reeder's orders had been followed my husband might be alive and well today; because Doctor Crabtree was an army man, his orders were put before Doctor Reeder's. Mr. Sheridan was going right into Doctor Reeder's department for treatment in a day or two, and the trouble would not have had so much headway.

At the present time I am in poor health with small means to pay for medical service.

Our expenses during Mr. Sheridan's illness and death; he was operated on three different times after leaving the Isthmus, and each time the charges

were very great, and my husband never could be induced to get an insurance. Then I found myself nearly stranded, so great was the expense when he died and the funeral expenses all paid. If my husband had lived, he would be entitled to reward, if the bill passes Congress.

In 1905 the time he went to work for the I. C. C., there was yellow fever and malaria was at its worst. There were few houses; the men slept in canvas tents and had very bad food. There were no commissaries and living conditions were terrible. When I went there in March, 1908, I thought the place was very bad, and left in broken down health along with my husband. We both were taken to the German hospital here on our arrival and with all that has happened to me since, do not expect to get well again; but I could be a great deal better if I had the means to pay for medical treatment.

Hoping to hear from you some time,

Very respectfully,

(Signed) CATHERINE SHERIDAN.

NOTE:—Major Crabtree, referred to in above, who occupied a district physician's position at a higher salary than paid any civilian in the same or similar position, and who arrived on the Canal in November, 1905, was one of the military men rewarded by Congress.

Both civilian physicians referred to above, one of whose services began much earlier, to-wit: Dr. Herrick, July 1, 1904, and Dr. Reeder, March 30, 1906, were ignored, though both were generally considered as having rendered more meritorious service than Major Crabtree rewarded by Congress.

Mr. Sheridan, also a pioneer and veteran of the early days, was likewise ignored.

If Congress will admit that they rewarded certain men not because of meritorious service as claimed by advocates of bill, but because Congressmen are partial to the military or because of political support of military representatives who under guise of social organization or society perform services in Washington in their own behalf that performed by a civilian in behalf of Panama Canal civilians entitled him to be dubbed "lobbyist" by Congressman Adamson (see his letter to Colleague Edwards) and others—the civilians will only ask for repeal of such bill and abandon all claims to similar rewards. If, on the other hand, rewards were granted for meritorious and faithful service, as seems to be generally conceded by Congressmen, then public opinion demands consideration of the more faithful, meritorious and efficient service rendered by civilians.

MANY CANAL EMPLOYEES HANDICAPPED ON RETURN TO U. S.

Cource, Texas, 6-19-16.

Mr. C. O. Simmons,
Washington, D. C.

Dear Sir:

Replying to your letters, etc., have this to say. I was on the Canal from August 5, 1908, to 6-15-14, as a locomotive engineer, and was a fully qualified man before going there, had in fact run an engine on different roads here and in old Mexico, a matter of ten years or more. I was discharged on the Canal in June, 1914, account reduction in force. On my arrival here, I found I'd been too long away, in fact, there is no place for me and I am not the only one. I was offered a switch engine on the G. C. & S. F.—in Galveston yards, which I now hold, and only in the season from the 1st of August to the 1st of March, sometimes the 1st April, balance of the year I'm idle—work here or at least in my line cannot be had and I see nothing better in the future. I have talked with a good many men formerly of the Canal and we are all in the same boat. Some of these men are residents of Houston, etc., and we have written our Representatives. In closing, I beg to assure you that anything we can get will be appreciated, and for myself I can say it sure will be used to advantage in paying out on our home. I've come to Texas to stay and—well, it's kind of a case of have to, I guess.

Now, Mr. Simmons, anything I can do or in any manner help this along, command me, and with best wishes for the cause, I beg to remain,

Yours sincerely,

(Signed) W. D. MITCHELL.

Covington, Ky., 21 Martin St., May 10, 1916.

Panama Canal Employees Association,

Washington, D. C.

Gentlemen:

I am writing you in regards to Bill 8828, which has been introduced and is being pushed in Congress by you. It seems only just to me that the civilians employed on the Canal should receive some recognition for their service the same as the army and navy officers.

I entered the service October 3, 1905, and on June 6, 1916, I got off my engine in Balboa yards, and owing to the negligence of one of the other engineers I was run over by a car, severing my right leg and crushing my left foot so as to render it almost entirely useless.

In the past month of December I was compelled to enter the hospital and undergo an operation on part of my foot, at my own expense. I have never been able to work a day since I was hurt and will never be able to again. The only compensation I received for this, was one year's pay and an artificial limb. I have since petitioned the Commission for a new limb, but it was refused.

I was assured on leaving the Isthmus that at the expiration of my year's injury leave, I would be given some kind of employment but on reaching home found a letter stating that on account of being permanently disabled my services were no longer required. If I had lost only one leg, I would probably have been given a position on the Zone, or in that case could have earned my living in the States. But as I am totally disabled the Government or no one else can use me.

If I had lost my life instead of being made a helpless cripple, my wife would have been better off for she would have had only herself to make a living for; as it is, she has the care of me and both livings to make.

I have the assurance of my Congressman, the Hon. A. B. Rouse, to further the passage of this bill, but at the same time I would have something more done for the benefit of the men who left there in the condition in which I am as it would seem to give the same amount to an army man, leaving the Isthmus and retiring in good health and able to work in the States and one who is a cripple and a physical wreck depending upon someone else for a livelihood. I want to ask the committee to use their influence to bring about something that will assure, not only myself but all others made helpless down there, a living in the future.

Respectfully yours,

IRA L. ELLIOTT.

NOTE.—From the above, striking contrast is evident between the action of Congress towards their own members ("Class") and the military as opposed to the "roughnecks" who built the Canal.

Army officers who in some instances were assigned better positions and drew throughout their Isthmian service higher salaries than civilians better qualified and performing similar service, were rewarded, although in most instances their service did not begin until after three years of Canal construction when the real pioneering and hardship was about over and living conditions materially improved. With promptness and despatch Congress voted a year's salary to widows of Senator Shively of Indiana and Colonel Gaillard, \$7,500 and \$14,000 respectively. The death of neither was as directly traceable to hardships endured in service of their country as the death or permanent disability of many civilians of the Panama Canal comparatively ignored.

WORK OF SOME OF THE REAL PIONEERS.
(Canal Rewards Ignored These.)

Norwalk, Conn., June 7, 1916.

Mr. C. O. Simmons,
Chairman, Washington Committee,
Panama Canal Employees Association,
Washington, D. C.

Dear sir:

Your last letter gave me courage to write of the distress of some of the former Canal employees, myself included. Under the trying circumstances, which I will mention herein, I shall make a long story as short as possible.

I must first mention the case of A. R. Proctor, an associate sanitary inspector on the Panama Canal. Mr. Proctor was employed as sanitary inspector for about seven years. He was a hard worker and one of the most efficient inspectors in the Department of Sanitation. I know of many instances in which he worked day and night without extra pay in his efforts to eradicate malaria from his district during which night work he subjected himself to be bitten by malaria-conveying mosquitoes, in order to solve the source of infection among the Canal employees. On one occasion witnessed by Mr. J. A. Le Prince, then chief sanitary inspector, Proctor for purposes of demonstration, permitted himself to be bitten repeatedly by mosquitoes that he knew to be infected with malaria.

After this experiment Proctor had several attacks of malaria. He did not enter the hospital but obtained treatment from field dispensaries, so as to keep on the job.

Mrs. Proctor with three or four children who had been on the Isthmus for several years, was compelled to go to Michigan on account of ill health of one of the children. About a year later Mr. Proctor, who had saved only a very few thousand dollars, resigned and joined his family in the States. Shortly after his arrival there, he was taken seriously ill with a severe type of malaria, which was not understood by local physicians. He died and his large family were left with only his small savings, which no doubt have been spent long ago, as it is about two years since Proctor died. The rewards that you are trying to obtain for such cases in particular will no doubt be received by them as a heaven sent blessing.

In reference to the above, write to Mr. J. A. Le Prince, care U. S. Marine Hospital Service, Washington, D. C.

Another case, not quite so pathetic, but sufficiently so to need special mention, is that of Doctor Canfield, once assistant chief sanitary inspector of the Department of Sanitation on the Isthmus. The doctor, for his wonderful executive ability and hard work was very much liked by all who knew him. In spite of his ill health and age, largely due to hard and never ending efforts in the work of sanitation, he insisted on taking long and difficult trips through hot and swampy districts in personal supervision of the work of sanitation. I have seen him on such trips with lips blue and out of breath but with an ever ready smile of encouragement for those with him in spite of the fact that he knew he was hastening his trip to the grave.

He is dead now. He resigned, went to Florida, and died shortly after leaving the Isthmus, leaving those dependent upon him for support. Reward would be most justly given to Doctor Canfield's dependents.

My case which hinges somewhat on the fates of Mr. Proctor and Dr. Canfield, is as follows:

I entered the employ of the Isthmian Canal Commission as sanitary foreman in August, 1906, at a salary of \$75.00 per month. I was promoted twice in six months to sanitary inspector and then to district sanitary inspector with an increase in wages from \$75.00 to \$150.00 per month. About one year later I was again promoted to division sanitary inspector and shortly after my wages were raised to \$175.00 per month. This all spelled very hard work, sometimes night and day and my last promotion made me work even harder, as my field of operation was changed from one town to all the towns on the Isthmus, in the outlying swamps of which I spent nearly

all my time and a great many night hours, for which no extra compensation was received.

One day while in a swamp with Mr. Proctor, I lifted a heavy load, which was in line of my duty and was then and there taken with a severe hemorrhage of the lungs of which Mr. Proctor was witness. I entered the hospital at Ancon, Canal Zone, at once. I remained about a month and was given a month leave without pay to go to the States.

During my stay in Ancon hospital, Dr. Canfield tried to obtain for me the usual compensation allowed for injury and leave with pay, but he was asked by Asst. Chief Sanitary Officer, John S. Phillips (an army officer—Editor) what he was getting out of it. Dr. Canfield then told me he could do nothing further for me, and seeing how things were situated, I was afraid to make formal application for injury pay at that time, as it might incur the displeasure of my superiors and cost me my position. I spent my six months sick leave in Silver City, New Mexico, and it cost me \$2,000, which was much more than I had saved during my stay on the Isthmus.

I went back to work after my leave and worked over a year, paying back the money I borrowed, supporting my family on the Isthmus and keeping up the home of an aged mother and sisters in the States.

During my service on the Canal I invented the mosquito trap and had it patented in the States. I worked at it night and day on the Isthmus and although the traps were used to a great extent on the Isthmus, models sent to expositions and given to sanitary experts from several foreign countries. I was given no special recognition for the invention, other than mention of the device in the Canal Record. I also devised several methods of mosquito eradication and control, for which no special recognition was received. I don't begrudge the army and navy employees on the Canal what they have received, it was only a right accomplished in advance of another right, reward of civilians. Anyway they are all friends of mine, as I was one of them when things were doing in the Philippines, but let's all line up for seconds together.

After eight years of continuous service, on the completion of the Canal, I resigned and tried for employment in my line in the east for a few months but failed.

From result if numerous requests for employment in my former superiors, who are now holding permanent positions in the States, it seems that they have discovered that there are men in the States who can accomplish things equally as well, even though they did not spend long years in the fever ridden tropics.

I moved my family and a couple of thousand dollars saved, to New Mexico to regain my strength and find work. Things proved no better there, and for a year I was out of employment, spending nearly all we had saved to support the family.

I finally obtained a position as gate tender with the U. S. Reclamation Service on the Rio Grande Project, New Mexico, at a salary of \$2.50 per day, for which I have to furnish and feed a saddle horse, pay \$10 a month rent for the Government quarters which we occupy, and am compelled to be on the job day and night, without relief, every day of the month and year.

I have had to take the position to save what few dollars remain of our savings, and after holding the position four months, find that we are \$100 poorer than when we took it, with no relief in sight. I am now on my way east to bury my mother, whose home we were compelled to break up recently as I could not help to keep it up longer. Mother and sisters went to live with relatives where mother died suddenly, May 31st. My forced absence from her for the last ten years, on account of my Canal employment, had affected her very deeply, and I would gladly give all hopes of the reward for one week of that time with her now.

My father died only a month ago, and though I never spent money more freely and more willingly, this trip and trouble will about clean up the last of our savings, and what then? I had to leave my wife and two children alone with only a Mexican family, within half a mile to guard them, only

forty miles from the Mexican border. When forty Mexican raiders were reported seen within four miles of our house not a week ago.

I was compelled to leave my family there in order to have money enough for my present errand, and to secure my place until my return,

On the Isthmus we were given to understand that we were sure of a position in the States when we left the Canal. This assurance lead us to remain until the last minute, with what result?

I have failed to save a dollar and succeeded in spending nearly my last penny, with no better prospects in view for the future, though I am still alive, thank God, but Proctor and Canfield are not.

Yours in distress,

(Signed) C. H. BATH.

NOTE:—The above mentions only a few of the hardworking pioneer force that did so much to improve sanitary conditions of the Isthmus and paved the way for Canal construction later continued in the main under the direction of army engineers who arrived when health conditions had improved. They were rewarded while the pioneer force was ignored. Why?

MILITARY OFFICERS HAD THE SOFT PLACES.

Stuttgart, Ark., July 27, 1916.

Mr. C. O. Simmons,
Washington Representative, Panama Canal Employees Association,
Washington, D. C.
Dear sir:

Your letter of June 26th has laid in my desk unanswered.

With reference to Mr. Proctor, formerly sanitary inspector on the Panama Canal, I will say that he was employed in the spring of 1907 and served continuously until February, 1912, when he resigned on account of ill health and went to his farm in Michigan. He was taken to his bed in April and died June 25, of the same year.

While on the Panama Canal he was one of our most enthusiastic inspectors and had charge of one of the worst stations, namely Corozal. During his employment Mr. La Prince was making many experiments with reference to the mosquito and its relation to malaria. This work was all done at night and Mr. Proctor volunteered his services and spent many whole nights in the fields and jungles attempting to prove certain theories. This work was not required of him by Mr. La Prince, but on account of his interest in the work, he volunteered his services.

He was in Ancon hospital on various occasions with bad attacks of malaria and at the time of his death certificate was issued showing that the cause was chronic malaria poisoning.

I was chief clerk of the department during this entire period and was very familiar with Mr. Proctor's work and I am convinced if he had performed only the work required of him in this position, he would not have contracted the malaria that he did.

I have known him to take a light in the field to attract the mosquitos and sit beside same with his arms and legs bared to see what type would bite him and to determine from what direction they came, etc.

No one could have gone through this work without contracting malaria and therefore jeopardizing his health and life.

To avoid going further into detail I will say that Senator Smith, of Michigan, has the entire file with reference to Mr. Proctor's record and has numerous affidavits and references to his widow's claim. If you will refer to page 45 of the Canal Record, dated October 7, 1908, you will find an article with reference to the sanitation at Corozal and the nature of the work performed by the local inspector at that point, who was none other than Mr. Proctor.

Anything that I can do to correct the impression that our work on the Isthmus was one continuous vacation, will be gladly performed. The recognition heaped upon the army officers has been a bitter pill for me for I was

in a position to know, during my ten years' service, who it was that had the soft places on the Canal.

Thanking you for your interest in the matter, I am,

Yours very truly,

HARRY E. BOVAY.

NOTE:—The writer of the above entered the service of the Isthmian Canal Commission March 7, 1905, and from February 8, 1906, was chief clerk of the department of sanitation and in a position to know who did the real work of "cleaning up the Isthmus" and making it a suitable habitation for the graduates of West Point later rewarded for "the extraordinary services they have rendered to this country and to the world."

This is a case where the rank and file of the U. S. "love not Caesar less but Rome more." We would not belittle the service rendered by many military men, but if the majority of army, navy and marine hospital service men are deserving of rewards granted by the 63rd Congress, then how much more deserving are thousands of the real pioneers whose meritorious services were ignored. Class distinction! We hope not but evidence is damning.

SOPHISTRY OF A SENATOR (And a noted Lawyer—Editor.)

64th Congress, 1st Session.

SENATE.

To provide for recognizing the value of the services of such citizens of the United States who were employed by the Isthmian Canal Commission or the Panama Railroad Co., during the construction of the Panama Canal.

Senator Walsh, from Committee on Inter-Oceanic Canals, submitted the following report to accompany S. B. 3457.

"The bill contemplates the payment to all civilians, being citizens of the United States, who worked for at least three years on the construction of the Panama Canal of an amount equal to two month's pay for each year of his service at the rate at which he was being paid when he quit the service. The exact amount which will be required to satisfy this gratuity is not known, possibly is not susceptible of exact calculations, but the advocates of the measure estimate that it will be approximately \$9,000,000. The bill carries an appropriation in that sum.

In support of the measure it is advanced that the men who contributed by their labors to the completion of the great work of creating an artificial waterway across the Isthmus of Panama, available to sea-going vessels, an achievement which has reflected so much credit upon our country, are entitled to special consideration and that the gratitude of the nation toward them should be expressed in a substantial way. They did, indeed, subject themselves to the discomfort of life in the Tropics and to the perils and diseases peculiar to a torrid climate. Many of them, moved by the true American spirit, that rejoices in opportunities to overcome obstacles which nature has placed in the path of progress, quit remunerative positions to accept employment under the Government for the relatively brief period of construction and were idle when it ceased until new arrangements were entered into.

It is with no little persuasive force insisted that to deny to those to be benefited by the bill the relief it holds out, is an unjust discrimination, inasmuch as Congress has most munificently rewarded the officers of the Army,

the Navy and the Public Health Service, who had a part in the work of building the canal. At its last session Congress passed an act under which a brigadier general was promoted to be a major general; a colonel to be a brigadier general, a lieutenant colonel to be a brigadier general and a commander in the Navy to be rear admiral—all because of services in connection with the construction of the canal. The promotions carried in each instance an increase in pay. The bill further gave a promotion of one grade to all officers who had served three years or more on the canal work and accorded to all the right to retire on three-fourths pay. Twenty-three officers were rewarded by this act of whom seven have retired, not a few of whom, it is reported, have secured remunerative employment from firms and corporations whose business has expanded since the prevailing war began.

Civilian employees were entrusted with duties of substantially the same character as those discharged by the men drawn from the public service. The Gatun Locks and Dam were constructed under the immediate direction of an officer of the Army; those at Miraflores, by an engineer from civil life. The medical corps was made up of men detailed from the Army and Public Health Service and men coming from the professional body generally. It is undeniable that services were rendered by some, perhaps by many of the civilian employees, quite as important and in a manner no less praiseworthy than those rendered by members of the force drawn from the public service. Doubtless there were among the former many as deserving as any of those whose services have been recognized by the Government so munificently. A most invidious distinction was made in selecting those benefited by the Act of March 4, 1915, as the special objects of the Nation's gratitude and bounty.

But the committee cannot feel that the considerations adverted to offer any justification for the enactment of the measure referred to it. It is essentially vicious in character [and how then class continuation of bill favorable to military? Senator Walsh is making no effort to repeal.—Ed.] The terms of the employment into which the beneficiaries of the bill entered into were, presumably, thoroughly understood by them in advance [likewise applicable to military.—Ed.] In modern times and in many lines of industrial activity, it is often a pure fiction that the employer and employee bargain upon even terms. But the most perfect freedom obtained, in respect to those who entered the service of the Government to carry on the work of construction of the Panama Canal. It is not intimated that any hope was ever held out to them by anyone, under authority or otherwise. [The Senator is referred to "longevity" authorized in 1907 and cancelled in part in 1909.—Ed.], that they should be rewarded except in conformity with the terms of the contract under which they were respectively employed.

The disposition on part of legislators to be prodigal with public funds has given rise to such abuses [of "special privilege" type.—Ed.] that the people of many of the States by constitutional provision restrain their legislatures from appropriating money, as extra compensation or on account of any past consideration. The Constitution of Montana, for example, contains the following inhibition:

"No bills shall be passed giving any extra compensation to any public officer, servant or employee, agent or contractor, after services shall have been rendered or contract made, nor providing for the payment of any claim made against the State without previous authority of law, except as may be otherwise provided herein."

Montana, V. 29.

Similar provisions are found in the constitutions of the following states: Colorado, Alabama, Connecticut, New York, Pennsylvania, Ohio, Georgia, Louisiana, Illinois, Michigan, Wisconsin, Iowa, Nebraska, Maryland, West Virginia, Missouri, Arkansas, Texas, California, South Dakota, Wyoming and Utah.

The policy of making appropriations such as that contemplated in the bill is thus seen to have been condemned [seems to have been overlooked

when favoring the military.—Ed.] quite generally as indefensible in principle and as leading to extravagance if not corruption.

If the Act of 1915 should be successfully appealed to as a precedent for the legislation now asked, it in turn would become a precedent for further largess by the general Government. [Why overlooked when rewards for military considered?—Ed] The tendency of the times is all in the direction of the Government's entering upon various lines of activity industrially, and undertaking great works to facilitate transportation. It is engaged in the prosecution of gigantic reclamation projects. Recent legislation authorizes the construction of plants by the Government to provide for a supply of nitrogen. It is constructing a railroad in Alaska to connect the seaboard with the interior waterways of that vast undeveloped territory, the remote terminus of which will be approximately under the Arctic Circle. Those who shall have braved the rigors of the region of eternal frost in the prosecution of that great enterprise may justly claim recognition of the principle of this bill. And so those concerned in other great governmental works involving more or less risk or bringing honor or profit to the nation will plead persuasively that this measure affords a precedent for rewarding them.

It was probably a mistake to allow the feeling of exultation at the completion of the canal to find expression in the Act pointed to as requiring the passage of this bill in justice to the civilian employees. That error ought not to be repeated. [Some errors are corrected, if they favor the underdog.—Ed.]

No wrong is done in withholding the bounty of the Government from those equally deserving to whom the law of 1915 does not extend. They have no cause of complaint more just than that preferred to the householder by the laborer in his vineyard who had borne the burden and the heat of the day, but who had each received the shilling which had been promised him on his taking employment.

Note:—Those who follow Congressional conduct are more or less familiar with sophistry employed by various Congressmen and Senators to justify partiality and discrimination. It is surprising Senator Walsh in his biblical references neglected to quote: "To him that hath shall be given and from him that hath not, shall be taken even that which he seemeth to have."

Or, if he is sincere in his constitutional bunk, why not investigate authority on which rewards were generally allowed to all Military officers; carry it to the Supreme Court and have it declared "unconstitutional." A canal man has suggested that he possibly acted on the principle of "let well enough alone" or "God bless me and my wife, my son John and his wife, us four and no more." Constitutions don't apply to the Military even in times of peace, seems to be conclusive of Senator Walsh.—Ed.

RESOLUTION, PANAMA CANAL EMPLOYEES ASSOCIATION, May 28, 1916.

WHEREAS, the Honorable Swager Sherley of Kentucky and other Congressmen have advised constituents in connection with legislation now pending in behalf of civilian canal workers, that "the taxpayers of the country must be somewhat considered in a matter of this kind" (H. R. 8828, S. B. 3457), and

WHEREAS, neither the same Swager Sherley nor any other Congressman nor Senator, interposed any objection whatsoever to passage in 63rd Congress of disproportionate rewards to various younger officers of the Army, Navy and Marine Hospital Service, less deserving of reward than civilians, and

WHEREAS, such rewards were also granted in most instances to officers educated at public expense and assigned in some instances by political influence to positions on the canal paying in no case less than a considerable increase over regular "service" pay and in some instances nearly three times such service pay, and

WHEREAS, rewards were granted to such Military officers that on a

basis of charge by insurance companies for annuities gave to individual officers amounts exceeding \$50,000 for three or more years' service on the Isthmus in construction of Panama Canal, and in most instances for service subsequent to period of most unhealthful and trying conditions, and of greatest hardship suffered on the part of canal employees (to-wit, years 1904-7), and

WHEREAS, all civilians holding the same or similar positions and whose performance of faithful and efficient service is classed by Major General Goethals as equal to and in some cases superior to that of Military officers, were excluded from such rewards, and

WHEREAS, the aforesaid Swager Sherley and other Congressmen favoring such Military rewards, are also on record in present session of Congress as opposed to reduction of annual River and Harbor appropriation bill (commonly known as "pork bill") from \$39,600,000 to \$20,000,000, as reported in May number of Searchlight on Congress,

BE IT RESOLVED, that while we recognize the right of the Honorable Swager Sherley or other Congressmen to their own honest views on any questions, we, the Board of Directors of the P. C. E. A. are unable to appreciate the consistency of comment and action (if so claimed) of the Honorable Swager Sherley and other Congressmen, and

That we call on all members of the Panama Canal Employees Association to investigate and report on the votes of their Congressmen on legislation disposing of funds of taxpayer, and

That we record it as our opinion that it is as much the duty of Congressmen to oppose legislation of a character not approved by them as to refrain from advocating such themselves, and

That we record it as our opinion that Congressmen failing to object to legislation, even though recommended by committees, but in accord with rules established by Congress, are legitimately charged with proportionate share of responsibility for such legislation, and

That absences from Washington or sessions of Congress for reasons not reported to and considered valid by respective houses should not exempt from responsibility, and finally,

That we, therefore, consider all Congressmen and Senators as legitimately charged with share of responsibility for act of 63rd Congress granting the forementioned rewards to Military officers, except such as were absent from Washington or the session on officials business of a character they would not hesitate to publicly explain, and also as being partial to the Military as opposed to the civilians generally unless adjustment of inequalities in rewards voted in 63rd Congress is now made either by rescinding act granting retirement and three-fourths pay to Military officers AND RESTORING SUCH AS HAVE RETIRED TO SERVICE (OR ANNUL RETIRED PAY) or by granting of similar rewards to civilians who fulfilled equal service conditions and are obliged now to re-establish themselves in struggle for existence instead of being cared for in life positions as are Army officers, even without special rewards.

That all members of P. C. E. A. be urged to forward copies of these resolutions to the public press and to their representatives in Congress.

Unanimously carried.

GOETHALS AND ROOSEVELT ON FAIR PLAY.

New York, May 25, 1916.

Mr. C. O. Simmons, Washington Representative, Panama Canal Employees Association, The New Willard, Washington, D. C.:

Dear Mr. Simmons: In view of the action taken by Con-

gress in substantially rewarding certain officers of the United States Army, Navy and Public Health Service who served for more than three years in the construction of the Panama Canal by providing for their promotion and retirement upon application, I can see no reason why the civilian employees who served for a similar period and who in any event would not benefit by the liberal pension arrangements provided for the service men, should not be rewarded by a like recognition.

I have before me a copy of a letter written by General Goethals to the Secretary of War on January 22, 1916, in which he says: [Letter previously referred to.—Ed.]

"The provisions of Congress rewarding the officers referred to are embodied in the act approved March 4, 1915, which act extends the thanks of Congress to certain specified officers, members of the Isthmian Canal Commission; advances all the members of the Commission to whom the thanks of Congress are extended to the grade of General officer or its equivalent; advances all officers of the Army, Navy and Public Health Service, who served for more than three years under the Isthmian Canal commission one grade upon retirement; and, finally, provides for the retirement of any officer of the Army or Navy, on his own application, with increase in rank of one grade.

"It is deemed unnecessary to set forth the feeling of injustice that was aroused in the organization by the passage of this act because of its discrimination against the large class of employees not fortunate enough to belong to any of the foregoing branches of the public service, but who toward the accomplishment of the goal had worked just as faithfully as, in some instances more loyally, than those who were specifically selected for reward. That there was just cause for this feeling cannot be questioned, for, I am advised correctly, this is the first instance where the thanks of Congress have been extended to the leaders of any enterprise without including all of those who were associated with it. The discrimination stands forth more glaringly when it is remembered that those detailed for duty on the Isthmus from the public services specified in the act, after the completion of their services here, are assigned to other posts of duty and, through retirement, are looked after by a paternal Government to the end of their days; while the civilian, after having been out of touch with affairs in the community from which he came during his absence of three or more years, is dependent upon his own energy and effort to secure employment.

"In the organization that accomplished the result the work was so divided as to bring the service men in competition with the civilians, and the latter can truthfully claim that they accomplished results just as efficiently as, and in some instances more efficiently, than the men who were selected for reward; and yet even in a blanket provision they are denied the recognition of Congress.

"It has been asserted that the service men had no choice but to obey orders which detailed them to duty with the Commission, while the civilians came of their own volition. This assertion, as it relates to the service men, is not founded on fact. With one exception all of the Army and Navy officers, and the same is true of the Public Health Service, who received recognition, were detailed only after they had been consulted and had expressed a willingness to come. Furthermore, they all received compensation in advance of that specified by law for the positions they occupied in the Government service, this compensation in some instances exceeding three times

the amount they would have received had they performed in the States or elsewhere, the same duty that they were called upon to perform on the Isthmus. The increases granted by the act in the cases referred to are very substantial, amounting as high as 60 per cent, which continues throughout the career of the office affected. The privilege of retirement with advanced grade has been taken advantage of by several, with great pecuniary gain. All of these facts are known to the civilians, who labored as zealously and who received no reward whatsoever.

"The question may arise as to how reward to civilians may be made, and the answer is, in substantially the same way as to the officers. The latter were rewarded by increased rank and pay or by increased pay and privileges. With civilians it is impossible to provide for increased rank, but they can be accorded a money bonus equivalent to the money increase that has already been provided or authorized for those cases that were specially selected in previous Congressional action.

"In view of the attitude taken by Congress in the specific cases mentioned, there is no question in my mind but that suitable reward should be made in the case of all civilians who rendered satisfactory service for a period of more than three years prior to April 1, 1914; and I recommend that the accompanying petition be transmitted to Congress for favorable action."

I most heartily endorse General Goethals' recommendation.

As one who was instrumental in getting this work under way and who has followed its progress with deep interest and keen satisfaction, I am greatly concerned in seeing proper recognition accorded the civilian employees. General Goethals has designated these men as the real builders of the Panama Canal. I sincerely trust that prompt action will be taken by Congress toward the early enactment of legislation to this end.

Very truly yours,
(Signed) THEODORE ROOSEVELT.

WHAT THE CIVILIAN EMPLOYEES ON THE PANAMA CANAL ASK FOR.

(Reprinted from The New York Sun of July 17, 1916.)

TO THE EDITOR OF THE SUN: Sir—Your editorial article "Who Asks This Special Privilege?" does an injustice to a large number of men whose devotion to their country's interests has not often been equalled. I hold no brief for the man who threatened Mr. Fitzgerald with political vengeance, but your article suggests that what the civilian employees of the canal want from Congress is pure and unadulterated graft.

May I state the basis of their claim to the consideration of Congress?

Upon the organization of the Isthmian Canal Commission in 1904 and the commencement of work on the Isthmus of Panama, the commission endeavored to employ its personnel on the basis of salaries paid in the United States for similar work. Admiral Walker, the chairman of the Commission, is reported to have said that he could get a regiment of clerks at \$75 a month. But notwithstanding this complimentary opinion of the value of an educated, trained and experienced American citizen, the Commission experienced difficulty in securing men, and by degrees the entrance salaries of all positions were raised, even under the Walker commission. You will remember, the Walker commission, with Mr. Wallace as its chief engineer, was soon criticised for not "making the dirt fly."

Finally the President "accepted the resignations" of the members of the Walker commission, and appointed a new commission, with Theodore P. Shonts as chairman, with residence in Washington; that a few months later Mr. Wallace resigned as chief engineer and Mr. John F. Stevens was appointed chief engineer, and that he was subsequently made a member, and later chairman of the commission. At this time the ships returning to the United States from Colon carried more resigned employees than they did new employees to Colon. As an example of the difficulty experienced by the commission with respect to personnel, the files will show that in May or June, 1905, the Washington office of the commission, in reply to a request for immediate action on a requisition for eight or ten clerks, cabled that it had made over 200 tenders under the requisition and had received but six acceptances.

The situation was met by Messrs. Magoon and Stevens by substantial increases in salaries; the tide turned, and with the aid of Gorgas, without doubt the most efficient organization ever controlled by the United States Government for an industrial undertaking, was created.

This difficulty of securing employees was not alone due to the climate and the danger from yellow and malaria fever. The Isthmus is two thousand miles from Broadway. Absence of but a few years from continental United States handicaps the wage earner, upon his return, in securing a position paying a salary even equal to that received before leaving; and this difficulty increases as the years of absence increase. It was this residence abroad, this inability of the employee to keep in touch with opportunities to better himself that made high salaries necessary. And the commission, in its need, did not bother itself with ratios of 25 or any other per cent over salaries in the United States; it paid salaries to attract and retain efficient men. And be it remembered that as the personnel of the commission increased in number and stability, incompetence was rewarded by a "blue envelope" and transportation to the United States.

But now, with a stable and efficient force, made possible only because of fair working conditions and salaries, perquisites, such as free house rent (really a part of the wages agreed to be paid) have been discontinued (rent later cancelled.—Ed.) and salaries reduced, apparently on the assumption that only a few of the employees will give up their employment and risk idleness in the United States for several months after their return. 'Twas ever thus. Witness the act of Congress of June 30, 1906, repealing, as to the canal, the eight-hour law, thus making it possible for the commission to work its men in a tropical and disease infected country for nine or ten hours, and it did it, too! And not a complaint from the civilians affected.

The civilian employees are not asking the establishment of a new pension roll, nor are they asking anything that has not already been granted to a portion of the canal force; they are objecting to a discrimination that is most unjust. Congress has already rewarded a part of the employees of the canal commission, and the class, too, that least needs assistance. Aside from the members of the commission, Gorgas,

Goethals, Hodges, Sibert and Rousseau, and the special act for the benefit of Mrs. Gaillard, Congress by the act of March 4, 1915, has provided that any member of the Army, Navy or Public Health Service who was engaged on the canal for three years or more should be entitled to retire from the service on application and be promoted one grade on such retirement. An Army or Navy officer who is retired by such provision receives three-fourths of the pay and allowance of his advanced rank. Is this a pension? Yes, and a most generous one!

The civilian employees did not raise the question of recognition or reward until after the generous treatment by Congress of the "service" men, those who were provided for for life in the service of the Government which they had selected. This act of Congress, deserved as it was, does not contain so much as an intimation that civilians had had anything to do with the construction of the canal and were entitled, let's be generous, say, to the "thanks" of Congress! This army of civilians who built the canal—let me repeat it, who built the canal—are not even recognized with the thanks of Congress in this "reward" act.

It is this discrimination against which the civilians are protesting. The civilians are asking nothing in comparison, individually, with what was given the army. And please remember, the army did not build the canal. Refer to your files as to conditions in 1904 and 1905 under the Walker Navy-Army Commission. The eighteen months of pioneer and preparatory work and planning of John F. Stevens made the canal possible of completion in such short time. Be it said to the credit of Goethals, he had the wisdom to appreciate the value of the human machine constructed by Stevens, and he contented himself with minor changes only, and those were not made until the progress of the work required the changes.

Was it "an assault on the public treasury" to reward the service men on the canal? **If so, the files of THE SUN fail to disclose a single objection.** Why then is it "an assault on the public treasury" to give to the civilian employees on the same

project a mere pittance compared with the provision made for the army, navy and Public Health Service members?

Washington, July 15.

EX-EMPLOYEE.

Average Length of Service.

MECHANICAL DIVISION EMPLOYERS—"DEAD" FILES. 1904 to February 1, 1912.

| Occupation. | Employed and gone. | Six months' serv. or less. 6 mos. or less. | Per cent | Av. service. Year. Month. |
|---------------------------|-----------------------|---|----------|------------------------------|
| Blacksmiths | 248 | 138 | 56 | 1 0.8 |
| Boilersmakers | 776 | 535 | 69 | 8.0 |
| Carpenters | 113 | 44 | 39 | 1 3.5 |
| Car repairers | 381 | 198 | 52 | 11.8 |
| Clerks | 173 | 52 | 30 | 1 6.5 |
| Copper and tinsmiths..... | 36 | 20 | 56 | 1 0.0 |
| Draftsmen | 46 | 16 | 35 | 1 6.9 |
| Hostlers | 115 | 77 | 67 | 6.9 |
| Machinists | 1,455 | 830 | 55 | 10.8 |
| Molders | 129 | 65 | 50 | 1 0.3 |
| Painters | 31 | 19 | 61 | 9.1 |
| Pattern makers..... | 42 | 20 | 48 | 1 1.0 |
| Pipe fitters | 116 | 62 | 53 | 1 0.8 |
| Pl. mill hands | 34 | 16 | 47 | 1 2.6 |
| Wiremen | 94 | 47 | 50 | 1 0.2 |
| Various | 232 | 86 | 37 | 1 3.7 |
| Totals | 4,021 | 2,225 | 55 | 11.4 |

Note:—Fifty-five per cent quit before they had worked on the Panama Canal six months and average service of all who left mechanical division prior to February, 1912, was less than one year or 11.4 months.

AS IT WAS IN THE EARLY DAYS.

Washington, November 22, 1905.

Comptroller of the Treasury.

The Chairman of the Isthmian Canal Commission, Washington, D. C.

Sir:—I have received your letter of the 14th instant in which you submit for my decision two questions—first, whether in the absence of any contract providing for the same you are authorized to indemnify the employees of the Isthmian Canal Commission for personal injuries to them caused by defective machinery, negligence of co-employees and from other like causes while the injured are engaged in the performance of duties to which assigned. Second, whether you are authorized to enter into a contract providing for the indemnification mentioned in the first question.

In reply I have to say that in the absence of a special statute or a legally authorized contract providing for the same, the Government is not liable for the laches or wrongful acts or conduct of its officers or agents. See *Gibbons v. United States*, 8 Wall., 269; *United States v. Kirkpatrick*, 9 Wheat, 720; *United States v. Vanzandt*, 11 id., 184; *United States v. Nichol*, 12 id., 505; *Jones et al. v. United States*, 18 Wall., 662; *Hart v. United States*, 95 U. S., 316.

As I am not aware of any special statute providing for the indemnification referred to, and as you have not up to this time entered into any contract making provision for indemnification, your first question is answered in the negative.

As to your second question, I will say that the statute under which the Commission is operating at the present time is the act of June 28, 1902 (32 Stat., 481). In this act the Commission is authorized to employ the necessary persons and to fix their compensations, but the act makes no specific provision for indemnification to injured employees and I am of opinion that the authority to fix compensations of employees cannot be construed to carry with it the authority to indemnify them for personal injury. The compensation referred to in section 7 of the act appears to be for services to be rendered, not damages or indemnification for injuries incurred. I am of the opinion that you would not, under this act, have the right to include in a contract a provision for a contingent payment of something entirely beyond the scope of the term "compensation" as it has been uniformly used in the Acts of Congress and as construed by courts and the accounting officers. If the injuries are the result of the negligence of the Government, such a contract would have the effect of making the Government liable for such negligence. This is a liability which the Government has never undertaken to assume except by special acts for relief in flagrant cases.

(Note:—Or where certain rank or "class" obtained.—Ed.)

If the injuries are not the result of negligence of the Government there could be no liability therefor on the part of the Government except on the theory and under a contract that would make the Government the absolute insurer of the safety of its employees engaged in its work.

As I know of no law authorizing the making of such a contract for indemnification, I have therefore also to answer your second question in the negative.

Respectfully,

(Signed)

R. J. TRACEWELL, Comptroller.

Ancon, Canal Zone, Sept. 8, '16.

Mr. F. G. Swanson, Sec'y-Treas. Society of the Chagres, Balboa Heights.

Dear Sir:—When the U. S. Army Transport "Buford" sailed through the Canal for Philadelphia about ten days ago she carried about 30 ex-employees returning from the Philippines who had been retired on one-fourth or one-third pay. I did not go into details with the man who gave me this information, but I am sure some such law has been passed in the Philippines for men who had served six years or more.

This information should be obtained for the benefit of our members as it may be a good argument for similar recognition of Canal Diggers. Will you please enquire into this piece of legislation and inform the society and oblige,

Yours truly,

J. D. WILLIAMSON.

As information, attention of all is invited to following correspondence of the Associated Press.—Ed.

American Civil Service Clerks in Philippines Making Rush to File Retirement Applications.

AM Not Anxious to Quit Insular Posts, but to Secure the Benefit of Fund for Long Service—Amount Equals a Year's Pay in Many Cases—Employees Who Are Needed Will Not Be Allowed to Go.

Manila, June 15 (Correspondence of the Associated Press).—The past month has seen a rush of applications from American employees for retirement from the insular government service. The retirement law, passed at the last session of the insular legislature, provides that employees who have served the insular government for six years or more may retire and receive in three equal installments at least two-thirds of the annual salary they enjoyed at the time of their retirement. The amount of this retirement fund increases with length of service to the full amount of a year's salary for those who have served the government ten years or more.

All applications to be entitled to the benefit of this law must be in the hands of the governor general by the end of the month. This has brought about the recent flood of applications. It seems safe to say that by the end of the month every American entitled to benefit by the retirement law will have filed an application.

But this does not mean that the government is to lose all its oldest employees. The retirement application must be passed upon by both the applicant's immediate chief and the governor general. Where a man can be spared or where he can show good reasons why his application should be accepted, it is probable that favorable action will be taken. But the man who has no good reason for retiring or the man whose services are so valuable that the government would be crippled by his withdrawal cannot retire.

The filing of his application will entitle him to the benefits of the act, when the government decides it can spare him and he expresses a desire to leave, but until that time he must remain in the government service. And no man can file an application in the expectation that his request that it be granted in two or five years, as the case may be, will be granted. The date of retirement depends upon the employee's chief and the governor general.

COMMENT AND OPINIONS OF ORGANIZED LABOR.
RESOLUTION FOR JUSTICE TO ORGANIZED LABOR ON
PANAMA CANAL. RESOLUTION NO. 119 IN PRINT-
ED PROCEEDINGS OF BALTIMORE CONVENTION
A. F. OF L., NOVEMBER, 1916.

WHEREAS, to secure and retain competent workmen on the Panama Canal, the Isthmian Canal Commission with approval of the Secretary of War and the President announced in 1907 the granting of longevity increases of 5 per cent for the second year service and 3 per cent for each additional year effective from beginning of service of all employees until the maximum of 25 per cent allowed; and

WHEREAS, such longevity pay was abolished by action of Congress in 1909 without previous notice to workers on the Panama Canal by providing that appropriations could not be used for its continuation; and

WHEREAS, the Sixty-Third Congress while ignoring all civilians and members of organized labor voted (resolution 16510) general rewards to all officers of the army, the navy and the marine hospital service in providing for their promotion of one grade in rank and retirement on application of all who served three or more years on the Panama Canal including younger officers educated at public expense at West Point, and who had rendered to the Government little or no service except the three or more years on the Panama Canal and some of whom have now retired and others are eligible to retire on three-fourths pay for life of grade to which promoted; therefore

BE IT RESOLVED that this convention record its disapproval of the partiality of legislation from House resolution 16510 of Sixty-Third Congress rewarding generally all military and naval officers for three years or more service on the Panama Canal by retired pay for life while ignoring members of Organized Labor previously deprived of continuation of longevity pay and civilians, who as publicly stated by General Goethals, performed more acceptable service for longer periods of time than military officers rewarded; and

BE IT FURTHER RESOLVED that such discrimination and partiality in favor of the military be especially condemned as contrasting strongly with attempted and officially proposed reduction of wage scales for Organized Labor in 1914 and also attempts to reduce wage scales by making charges for quarters, light and fuel as actually charged from March 1, to May 24th, 1915, and again proposed to become effective July 1, 1916, but later again rescinded and which proposed charges constituted a relatively greater reduction in remuneration of members of Organized Labor than of military and naval officers detailed for duty on the Panama Canal in official positions; and

BE IT ALSO RESOLVED that this convention recommends that Congress rescinds its cancellation of longevity and that such be granted all American workers on the Panama Canal or that Congress investigates legislation classed as partial and discriminatory in the preceding and take such other action as may be deemed fit and appropriate to correct existing injustice to members of Organized Labor and other civilians equally entitled to consideration with military officers as evidenced in resolutions of many national, state and federated bodies of Organized Labor, and acknowledged by many

Senators and Representatives in letters to constituents, and that copy of this resolution be sent to each House of Congress, to Congressman Adamson, who introduced measures into the House granting retired pay to military officers, to Senator Chamberlain, who proposed amendment in the Senate, to the Secretary of War who exercises supervision over matters pertaining to the Panama Canal and the public press.

By Delegate to 1916 Convention A. F. of L. from F. E. U. No. 15236, Canal Zone. Endorsed October 29th, 1916, by Metal Trades Council of the Panama Canal.

RESOLUTION NO. 15.

Nineteenth General Convention U. B. of C. & J. of A. Ft. Worth, Texas, September 27th, 1916.

Resolution introduced by Delegate C. S. Boyer, representing Local Union No. 913 of Balboa, Canal Zone, Panama.

Whereas, the 63rd Congress of the United States saw fit to reward and extend a vote of thanks to all members of the Isthmian Canal Commission and promotion to all officers of the army and navy and public health service, who served three years in the construction of the Panama Canal prior to April 1st, 1914, and stipulated that the officers so benefitted might or could be on application retired on three-quarters pay, and

Whereas, this act benefitted 23 officers in addition to the members of the Commission, and entirely excluded from it either thanks or reward to civilians who had been employed in the construction of the Panama Canal and who had performed service just as meritorious, and

Whereas, Governor Goethals in his testimony before the House subcommittee of the sundry civil appropriation bill of the 64th Congress did testify that the civilians had in many cases performed much more meritorious service, and also did recommend and urge Congress to correct the injustice done to the civilian employees, and

Whereas, the civilians of the Panama Canal have petitioned Congress to reward and thank all classes of employees alike, therefore, be it,

Resolved, that this the 19th general convention of the U. B. of C. & J. of America does go on record as favoring such thanks and reward, and urge the Congress of the United States to give favorable consideration to House Bill H. R. 8828, introduced by Representative Holland, of Virginia, and Senate Bill S. B. 3457, introduced by Senator Martin, of Virginia, and be it further,

Resolved, that this resolution be in the proceedings of this convention and a part thereof.

C. S. BOYLER, LOCAL UNION NO. 913, Balboa, Canal Zone.

We, your committee, concur in the above resolution.

Delegate McMahon offered an amendment which was seconded that the local unions of the U. B. be supplied with all information relative to same. The motion to concur in the report of the committee as amended was carried. Page 4 of proceedings of convention mentioned.

Whereas: The civilians employed in the Canal Zone have a bill in Congress to give them something in the way of a cash.

bonus to even up with what was done for the army who worked on the job over three years, and

Whereas: Hon. Wm. Chas. Adamson of the 4th District of Georgia is the Congressman who put through the bill to award the army the bonus, thereby discriminating against those men who wore the overalls, and

Whereas: There is now pending a bill to rectify this discrimination and give a bonus also to those civilians on the Isthmus who have served the required time, be it

Resolved: That, inasmuch as it was a Georgia Congressman who introduced the original bill, discriminating against the Laboring Men—we, the Georgia Federation of Labor in Annual Convention assembled do feel that it is our duty to call the attention of this Georgia Congressman to this diabolical discrimination; and call upon the Georgia delegation in the United States Congress to throw their every effort to have this matter rectified by passing the bill to give the men on the Canal, who wore overalls, a square deal by giving them a like bonus as the army men, and be it further

Resolved: That all those interested in fairness in the state of Georgia be called upon to bring pressure to bear upon the Georgia delegation in Congress, that the injustice done the Labor boys on the Canal, will not be laid at the door of Georgia, that the secretary of this body be instructed to address letters to each of the Georgia delegation and append a copy of these resolutions.

(Signed)

W. LEONARD BELL, B. R. C. of A. No. 45.

H. P. BURRELL, B. R. C. of A. No. 354.

J. F. SCOTT, B. R. C. of A. No. 354.

JNO. R. LITTLE, B. R. C. of A. No. 251.

C. T. MILLER, Waycross Trades & Labor Assembly.

F. A. MORTON, Carpenters & Jointers No. 779, Waycross.

Passed by the Georgia Federation of Labor, April 22nd, 1916, in convention at Savannah, Georgia.

Similar action to above was taken during the year 1916 by the Rhode Island State Federation, N. Y. C. Board of Business Agents, Central Trade Bodies of Detroit, Cleveland and other cities and by dozens of organizations of many branches of Organized Labor of the United States.

REV. WILLIAM REESE, LABOR CHAPLAIN, AMERICAN FEDERATION OF
LABOR, CHAPLAIN SPANISH-AMERICAN WAR VETERANS, 2720 ST.
THOMAS STREET, COR. WASHINGTON AVE.

New Orleans, La., August 19, 1916.

Mr. C. O. Simmons,
Washington Representative, Panama Canal Employees' Ass'n.
Cristobal, Canal Zone.

Dear sir:

My attention has been directed to the deplorable condition of Mr. Enoch A. Bently, an ex-employee of the Panama Canal, who was actively engaged as carpenter foreman at La Boca and Gatun, eight and one-half years.

On February 17th, 1910, while engaged in the construction work of the Gatun Locks, he was, owing to a derailed switch engine colliding with a scaffold upon which he was working, thrown a distance of twenty feet to the ground sustaining injuries to his back and eye, necessitating his removal to the hospital at Ancon, where he received medical treatment.

The month of October, 1912, it was found necessary again to report to the same institution for treatment of both his eyes, remaining about three months. The condition of his eyes finally compelling him to discontinue work on the Canal, leaving Ancon on February 22, 1913, he has since been unable to work and after spending his earnings finds himself in destitute circumstances. I have been successful in placing him in Louro-Shakespears Alms House, in which he is still an inmate.

I sent several communications to the Canal Commission at Washington and to the executive office in the Canal Zone, and receiving no satisfactory answer, I finally wrote a communication to Gov. G. W. Goethals, May 16, in answer he states that Mr. Bentley could not receive any payment, unless Congress should pass a special law in his favor.

Will you kindly take the case of Mr. Bently up with the Board of Directors of your Association and communicate with me regarding the progress of same; as I am in direct touch with Mr. Bentley and he, owing to his blindness, is unable to read and write.

Trusting to receive an early reply and pledging to render all assistance in my power, I beg to remain,

Respectfully yours,

In the Service of Labor and Humanity,

REV. WM. REESE, Labor Chaplain.

C. O. SIMMONS, 3028 SOMERTON ROAD, CLEVELAND HEIGHTS, CLEVELAND, OHIO.

Cleveland, Ohio, Sept. 14, 1916.

Rev. William Reese,
Labor Chaplain, A. F. of L., 2720 St. Thomas St., New Orleans, La.

Dear Mr. Reese:

Your letter of the 19th ultimo addressed to me at Cristobal, Canal Zone, was forwarded to me here and just recently received.

I have noted with interest your statements relative to the unfortunate condition of Mr. Bently and I sincerely regret my inability to do anything for him.

The case of Mr. Bently is but one of a large number of similar cases

which have been brought to my attention during the past year wherein ex-employees or the families of deceased ex-employees are in misery and want through no fault of their own, and while Congress within five days of the decease of Col. Gaillard, Canal Commissioner, presented his widow with \$14,000.00, the equivalent of one year's pay, and which she could have very readily gotten along without, Congress seems determined to do nothing for the down and outer from the more humble walks of life.

With best wishes, I am,

Very truly yours,

C. O. SIMMONS.

COMMENTS ON CANAL REWARDS BY SENATORS AND CONGRESSMEN.

HOUSE OF REPRESENTATIVES U. S.

Washington, D. C., April 21, 1916.

Mr. L. A. O'Neal,
R. 3, Anderson, S. C.
Dear Mr. O'Neal:

Your favor of the 18th inst. has been received and I have read it with a great deal of interest. I have recently received several communications relative to the bill you speak of and have written to the parties interested that it will give me pleasure to support the bill, if an opportunity ever presents itself. This bill was introduced by Mr. Holland of Virginia and referred to the Committee on Appropriations where it is now. I doubt seriously if this Committee ever reports the bill out. I have sounded several members of that Committee and they all appear most indifferent to the bill. Of course Mr. Holland might some day make a motion to discharge the Committee from further consideration of the bill and if his motion prevails the bill would then be considered on the floor of the House. If it ever comes to a vote I will be glad to vote for it and I believe that it will stand a good chance for passage. It might be well for all interested to write Mr. Holland and ask him to have it considered as suggested. I have already mentioned it to him and he seems anxious for the Committee to act upon it and believes that they may yet do so. **He has more faith in the Committee than I have.**

Any time that I may be of service to you I trust that you will not hesitate to call upon me.

With best wishes, I am,

Yours very sincerely,

WYATT AIKEN.

HOUSE OF REPRESENTATIVES U. S.

Washington, D. C., January 23, 1916.

Mr. John E. Burns,
Care Industrial Commission of Ohio, Columbus, Ohio.
My dear sir:

Your letter of the 18th in reference to the bill to reward civilian employees in the Panama Canal service duly received. I think that the ground you take that it should not be confined to the last few years is well taken. Certainly those who braved the dangers in the early days of Canal construction should receive consideration. I visited the Canal Zone about three years ago, but it was a health resort then compared to what it was ten years ago, and nearly every modern convenience for the employees, which I am told did not exist and, of course, could not in the early days.

Thanking you for calling my attention to the matter, I beg to remain,

Yours very truly,

ALFRED G. ALLEN.

HOUSE OF REPRESENTATIVES U. S.

Washington, D. C., February 29, 1916.

Mr. Chas. L. Morris,
Ancon, Canal Zone.
My dear sir:

Your favor of the 18th inst. received, and in reply will state that I am

heartily in favor of the measure mentioned by you. I will not only vote for it, but will be only too glad to make a speech favoring its passage whenever the committee reports it to the House for consideration.

I do not think there ought to be any partiality or discrimination in this matter. With best wishes,

Sincerely,

R. W. AUSTIN.

HOUSE OF REPRESENTATIVES U. S.

Washington, D. C., April 3, 1916.

Reverend Thomas Devlin,
Carson and S. 31st Sts., Pittsburg, Pa.

My dear Reverend:

Your favor and telegram of John F. Stahl of Cristobal, Canal Zone, relative to Senate Bill 3457, and House Resolution 8828 in behalf of civilian employees on the Panama Canal, received, and in reply say that I have received a number of communications relative to this bill from acquaintances on the Canal; therefore took occasion to look up the bill, and now say to you that I am heartily in favor of the same, and will use my best efforts for its passage.

Yours very truly,

A. J. BARCHFIELD.

UNITED STATES SENATE.
Committee on Interoceanic Canals.

Washington, March 17, 1916.

Mr. William G. Abendroth,
Pedro Miguel, Canal Zone.

My dear sir:

Yours of the 5th instant, in relation to pensioning American employees on the Panama Canal work, is just received. This is a subject upon which I should want to hear what was to be said upon both sides of the question before I came to a conclusion about it. My general impression is that it would be very difficult to procure the legislation suggested by you at this session of Congress. The strong inclination of the party in power is to enter upon as few new pieces of legislation which will involve drafts upon the treasury as possible. If the matter comes up I will give it my best attention.

Yours very truly,

FRANK B. BRANDEGEE.

HOUSE OF REPRESENTATIVES U. S.

Washington, D. C., April 3, 1916.

Mr. Albert Korsan,
Balboa Heights, Canal Zone.

My dear sir:

In acknowledgment of yours of the 16th ult., I have always thought that there has been too little consideration given to the American civilians employed in the Canal Zone. Our orators usually highly eulogize the engineers and others in charge of the work but say little about the men who really do the work that secures the great accomplishments in the construction work of our country. You can rely on me to support any measure that will do justice to the American civilians in the Canal Zone.

Very truly yours,

FRANK BUCHANAN.

HOUSE OF REPRESENTATIVES U. S.

Washington, D. C., February 11, 1916.

Mr. Joseph Mackintosh,
1872 Madison Street, Brooklyn, New York.

My dear sir:

I have your letter of February 1st, and I have read the same with a great

deal of feeling. It is too bad that the Government has not been more liberal with those who have returned home broken in health and spirit serving to construct the Panama Canal.

I will be very glad to give these bills my support, if they are reported out of the Committee.

Whenever you think I can be of service to you, your family or friends, I will be delighted to have you write me.

Yours sincerely,

CHAS. POPE CALDWELL.

UNITED STATES SENATE.

Committee on Standards, Weights and Measures.

Washington, March 14th, 1916.

Mr. William F. Bennyhoff,
534 Newton Avenue North, Minneapolis, Minn.

Dear Mr. Bennyhoff:

Yours of the 13th inst. is at hand. There seems to me no question but some consideration ought to be shown those who went to Panama and faithfully performed their trust there, and I am heartily in favor of the bill, or some similar measure that will result in justice. With regards, I am

Very truly yours,

MOSES E. CLAPP.

HOUSE OF REPRESENTATIVES.

Washington, D. C., April 14, 1916.

W. E. Tragsdorf,
General Baggage Agent, Panama Railroad Co.,
Cristobal, Canal Zone.

My dear Mr. Tragsdorf:

Yours of April 5th inclosing memoranda regarding a resolution introduced by Congressman Adamson, of Georgia, in the 63rd Congress and which was amended in the Senate so as to include generally all officers of the army, navy and marine hospital service who had served three years or more on the Panama Canal and because of such action on the part of Congress, urging support of the bill granting similar recognition to all civilian employees who served three years or more, duly received.

In reply I beg to state that Congressman Adamson has introduced and secured a favorable report on a bill amending his former bill by striking therefrom sections 3 and 4 and the last proviso in section 5, thus leaving his original bill so that it applies only to Generals Goethals and Gorgas and Colonels Hodges and Sibert, and Commander Rousseau. Should the amendments proposed in the last Adamson bill be passed by this Congress, it would not subject Congress to the charge of favoritism and discrimination by eliminating civilian employees. I agree with you that if army, navy and public health service officials are to be recognized because of service of at least three years on the Isthmus, the civilian employees ought to get like recognition.

With kindest regards and thanking you for calling my attention to your interest in the above matter, I remain,

Yours very truly,

(Signed) JOHN J. ESCH.

NOTE: Civilian employees and the public generally deny the consistency of rewards to even five military and navy men if all civilians are to be ignored.—Editor.

UNITED STATES SENATE.

Washington, D. C., June 3, 1916.

Mr. E. C. Cummings,
Minster, Ohio.

My dear Mr. Cummings:

This is to acknowledge and thank you for writing again concerning the merits of S. 3457.

As I am not a member of this committee, I can not advise you as to the possibility of it being reported, but I can assure you that I see no reason why the civilians should not be recognized as well as the army.

Very sincerely,

W. G. HARDING.

HOUSE OF REPRESENTATIVES U. S.

Washington, D. C., May 23, 1916.

Mr. James M. Spinks,
164 S. Portland St., Youngstown, Ohio.

Dear Mr. Spinks:

I have your favor of recent date endorsing H. R. 8828 and enclosing copy of a resolution which is quite in accord with my own ideas, that there should be no discrimination in reward to those who substantially aided in the success of the construction and work of the Panama Canal.

With sincere regards, I am,

Very truly yours,

D. A. HOLLINGSWORTH.

HOUSE OF REPRESENTATIVES U. S.

Washington, D. C., June 2, 1916.

Mr. George C. Kolb,
Secretary, Sheet Metal Workers' Alliance,
141 Marietta Street, Atlanta, Georgia.

My dear Mr. Kolb:

I am just in receipt of your letter on the 31st ultimo, and I assure you that I am strongly opposed to a reduction of the wage scale on the Panama Canal, and I shall also be glad to comply with your request that I support the bills in recognition of the services of certain civilian employees in the construction of the Canal.

Mr. Holland, the author of one of these bills, informs me that he hardly thinks it will be possible to secure action by the committee at this session, but I shall be glad to vote for this measure when it comes before the House.

With best wishes, I am,

Sincerely yours,

WILLIAM SCHLEY HOWARD.

64TH CONGRESS, COMMITTEE ON THE DISTRICT OF COLUMBIA.
HOUSE OF REPRESENTATIVES U. S.

Washington, D. C., May 27, 1916.

Mr. H. H. Knapp,
Omaha National Bank Bldg., Omaha, Nebr.

Dear Sir:

Your favor of the 18th instant received and I thank you for calling my attention to the civilian employees of the Canal Zone as affected by H. R. 8828. They have had this up before the Appropriation Committee and are still making an effort to get favorable action on the bill.

I fully agree with you that all peoples should be treated equally, as the civilian employees on the Canal are just as deserving as the military force. I shall take the matter up with the Appropriation Committee and present your letter, and shall be glad to support this measure in the House.

Yours very truly,

C. O. LOBECK, Congressman.

HOUSE OF REPRESENTATIVES U. S.
Committee on the Library.

Washington, D. C., March 20, 1916.

W. M. Williams, Esq.,
1101 North Colorado St., San Antonio, Texas.

My dear sir:

I have the honor to acknowledge receipt of your favor of the 16th instant

with reference to the bills pending in Congress providing for payment of bonus to civilian employees in the Panama Canal service for which measures you ask my consideration.

The bills in which you are interested shall have my attention. I have always thought that in the rewards given for service in the construction of the Panama Canal the military officials were over-recognized and the civil employees under-recognized.

Yours most truly,

JAMES L. SLAYDEN.

Favorable comment to Rewards for Civilians or Equality of Treatment with the military has been referred to the editor from the following Senators and Congressmen:

| | | |
|-------------------------|----------------------|---------------------|
| Wyatt Aiken. | A. J. Barchfield. | R. W. Austin. |
| John H. Bankhead. | Frank Buchanan. | Thomas M. Bell. |
| Henry Bruckner. | C. C. Carlin. | M. E. Burke. |
| Chas. P. Caldwell. | Moses E. Clapp. | T. B. Catron. |
| Wm. B. Charles. | Charles R. Crisp. | Cyrus Cline. |
| Thomas S. Crago. | John J. Esch. | Albert B. Cummins. |
| Carl C. Van Dyke. | S. D. Fess. | Edward W. Gray. |
| Wm. S. Greene. | Daniel J. Griffin. | W. G. Harding. |
| Thos. W. Hardwick. | Jas. A. Hamill. | James Hay. |
| E. A. Hayes. | B. C. Hernandez. | E. E. Holland. |
| D. A. Hollingsworth. | Wm. Schley Howard. | Wm. L. Igoo. |
| Albert Johnson. | Wm. A. Jones. | Wm. S. Kenyon. |
| Fred'k R. Lehlbach. | C. A. Lindbergh. | J. Chas. Linthicum. |
| C. O. Lobeck. | Geo. W. Loft. | James McAndrews. |
| Rob't. M. McCracken. | Wm. B. McKinley. | James E. Martine. |
| Thos. S. Martin. | Jos. E. Meeker. | C. B. Miller. |
| Knute Nelson. | Chas. A. Nichols. | S. Taylor North. |
| Geo. F. O'Shaughnessey. | Geo. T. Oliver. | A. M. Overmeyer. |
| Carroll S. Page. | Robert N. Page. | Frank Park. |
| James S. Parker. | Miles Poindexter. | Atlee Pomerene. |
| Thos. J. Scully. | F. W. Rome. | J. E. Russell. |
| Isaac R. Sherwood. | Wm. J. Sears. | Sam R. Sills. |
| Chas. B. Smith. | James L. Slayden. | Addison T. Smith. |
| Peter F. Tague. | Geo. R. Smith. | Claude A. Swanson. |
| Henry W. Watson. | Edward T. Taylor. | Chas. E. Townsend. |
| Wm. W. Wilson | John Sharp Williams. | Emmett Wilson. |
| Alfred G. Allen. | John D. Works. | |

Various others have similarly advised constituents but neither names nor letters were referred to the Editor of the Year Book.

The following have promised "careful consideration" which is expected by the public from all Senators and Congressmen in connection with all legislation:

| | | |
|------------------------|----------------------|--------------------|
| Sydney Anderson. | R. M. LaFollette. | Clement Brumbaugh. |
| Frank B. Brandegee. | Geo. N. McLean. | Joseph W. Byrnes. |
| Nathan P. Bryan. | Martin A. Morrison. | C. A. Culberson. |
| L. B. Colt. | R. Wayne Parker. | L. C. Dyer. |
| Robert Crosser. | James D. Phelan. | H. O. Emerson. |
| C. R. Davis. | Edwin D. Richards. | James A. Gallivan. |
| Franklin F. Ellsworth. | E. W. Saunders. | Nathan Goff. |
| H. D. Flood. | C. B. Slomp. | Carter Glass. |
| A. P. Gardner. | Geo. Holden Tinkham. | E. J. Hill. |
| William Gordon. | Allan T. Treadway. | Chas. F. Johnson. |
| B. P. Harrison. | Joseph Walsh. | Ambrose Kennedy. |
| William Hughes. | John W. Weeks. | Blair Lee. |
| A. L. Keister. | D. R. Anthony. | J. W. Wadsworth. |

James A. O'Gorman.
Boise Penrose.
Geo. W. Rauch.
A. B. Roun.
John F. Shafroth.
Wm. Alden Smith.
Chas B. Timberlake.
O. W. Underwood.
Riley J. Wilson.
Wm. E. Borah.
Robert F. Broussard.

Chas. P. Coady.
Charles Curtis.
John J. Eagan.
Duncan U. Fletcher.
Warner Gard.
James W. Good.
William R. Green.
R. F. Hopwood.
Chas. C. Kearns.
William Kattner.
Nicholas Longworth.

A. J. Montague.
Richard Olney.
John A. Peters.
Jos. E. Randall.
Ernest W. Roberts.
F. M. Simmons.
Thomas Taggart.
Chas. S. Thomas.
Wm. S. Vare.
Walter A. Watson.
Samuel E. Winslow.

None of the above made in letters seen by the Editor any comment as to whether or not such "careful consideration" had been given by them to the bill passed without objection granting general rewards to the military.

Comment from the following indicates opposition to any rewards for civilians for services on the Panama Canal but in no case is any mention made that rewards granted the military may be repealed or repeal attempted, except by Congressman Adamson—(He alone of the following seems interested in any attempt for consistency.)

Wm. C. Adamson.
John J. Fitzgerald.
Hoke Smith.

Joe H. Eagle.
James R. Mann.
Thos. J. Walsh.

Swagar Sherley.

TO EQUITABLY ADJUST CANAL REWARDS, CONGRESS SHOULD EITHER REWARD CIVILIANS ON A SIMILAR BASIS AS REWARDS ALREADY GRANTED TO THE MILITARY AND NAVAL OFFICERS OR RESCIND LEGISLATION ALREADY PASSED BY THE 63RD CONGRESS.

VETERANS OF THE PANAMA CANAL CONSTRUCTION ARMY.

The following list of names arranged in three parts includes first the members and former members of the Society of the Chagres with brief indications of present vocations. Second, list of others who earned the "Roosevelt Medal and two bars" and thus qualify for membership in the Society of the Chagres as membership restrictions were first adopted. Third, list of others who served a total of six or more years prior to end of June, 1916, and thus also qualify for membership in the Society of the Chagres as membership rules were changed effective December 1, 1916.

The first and second lists are compiled from membership records of the Society of the Chagres and official tabulations of lists of employees who earned the "second bar" as reported in the Canal Record, and are believed to be complete. The third list includes only those reported in Canal Records as having earned the "first bar" during 1913 and to June 30, 1914, and who continued in service at least two years from date of earning such bar and thus completed six years within extended period from end of medal service, December 31, 1914, to June 30, 1916. Others known to those who checked lists as having completed at least six years total service but who on account of not having completed at least three full two-year units did not receive the second bar previously required for membership in the Society have been added.

It was not feasible to check all of the thirty to forty thousand "gold" personnel files to locate others whose combined service in two or more separate employments may have totaled six or more years' service, and this list is, therefore,

incomplete. Reports to the Secretary of others who should be added will be appreciated in order that record may be complete on all who served six or more years with the Isthmian Canal Commission, Panama Railroad, or the Panama Canal and are eligible for membership in the Society of the Chagres.

I. PRESENT AND FORMER MEMBERS OF THE SOCIETY OF THE CHAGRES.

| No. | Name. | Address. |
|-----|------------------------------|---|
| 1 | ABSTON, J. M. (-67) | Foreman Rd. H., Cristobal, C. Z. |
| 2 | ADAMS, J. H. (4-) | Amsterdam, N. Y. |
| 3 | ADAMS, R. H. (45- 6) | Req. Clk., M. D., Balboa, C. Z. |
| 4 | AKINS, CARL C. (-67) | P. R. R. with R&F Ag't, Ancon, C. Z. |
| 5 | ALBRECHT, J. E. (34-) | Balboa, C. Z. |
| 6 | ALLEN, G. B. (-6) | Fernandina, Fla. |
| 7 | ALLEN, WM. J. (-7) | Painter, Mech. Div., Balboa, C. Z. |
| 8 | ANDERSON, C. J. (34- 56) | U. S. Engr. Depot, Atlantic City, N. J. |
| 9 | ANDERSON, HENRY (12345-) | Car Dept., Cristobal, C. Z. |
| 10 | ANDERSON, F. A. (345-) | 1827 Westrand Ave., Brooklyn, N. Y. |
| 11 | ANDREWS, I. H. (2345-) | *Foreman Bldg. Div., Balboa, C. Z. |
| 12 | ANDERWS, R. F. (234-) | Box 301, Ancon, C. Z. |
| 13 | ANGEL, J. C. (1234-) | 1320 N. Y. Ave., Washington, D. C. |
| 14 | ARMIGER, GEORGE (123456- 7) | Condr. P. R. R., Ancon, C. Z. |
| 15 | ARTHUR, A. (34-) | Almeda, Texas. |
| 16 | ARTHUR, R. T. (-7) | Ancon, C. Z. |
| 17 | ASHTON, W. F. (12345-) | Mun. Dept., Christobal, C. Z. |
| 18 | ATKINS, JOHN (2345- 67) | Steam Engr., Mech. Div., Balboa, C. Z. |
| 19 | Atterbury, T. C. (123456- 7) | Eng. U. S. Bofm, New Castle, Del. |
| 20 | AUBREY, J. F. (45-) | St. Antonio, Texas. |
| 21 | AUSTIN, C. B. (1234-) | Deceased. |
| 22 | AUSTIN, E. M. (3-) | Deceased. |
| 23 | AVERY, J. A. (1234-) | Cristobal, C. Z. |
| 24 | AZIMA, M. C. (234-) | Mun. Dept., Ancon, C. Z. |
| 25 | BABBITT, R. W. (34-) | No. 7 Pomfret St., Putnam, Conn. |
| 26 | BAILEY, ROBERT (23456-7) | Beaumont, Riverside county, Cal. |
| 27 | BANKS, C. H. (456-7) | Shipwright, Cristobal, C. Z. |
| 28 | BARBER, J. G. (456-7) | Aud't Office, Balboa Hts. |
| 29 | BARDELSON, SAMUEL (-6) | Aud't Office, Balboa Hts. |
| 30 | BARLOW, H. H. (45-) | Manager, Comsy., Paraiso, C. Z. |
| 31 | BARNES, W. I. (3456-) | Ancon, C. Z. |
| 32 | BARNETT, J. C. (234-) | 6640 Woodlawn Ave., Chicago, Ill. |
| 33 | BARRETT, J. W. (56-) | Oil City, Pa. |
| 34 | BARTE, G. A. (123456-7) | Shipwright, Cristobal, C. Z. |
| 35 | BARTH, G. H. (45-6) | 1148 Nelson St., Lincoln, Neb. |
| 36 | BARTLETT, W. J. (-7) | Supply Dept., D. Q. M., Balboa, Box 38. |
| 37 | BATES, L. B., DR. (456-7) | Ancon Hospital. |
| 38 | BATES, P. M. (234-) | R. F. D. 3, Vancouver, Wash. |
| 39 | BATES, W. H. (23-) | Vancouver, Wash. |
| 40 | BATH, C. H. (234-67) | 28 Camp St., Norwalk, Vt. |
| 41 | BATH, E. G. (-6) | 78 East 2nd St., Covington, Ky. |
| 42 | BAXTER, H. (2345-6) | Auto Trucking, No. 143 Cent. Av., Panama |
| 43 | BAXTER, J. K. (12345-) | Hotel Albert, 11th St. & Union Pl. N.Y.C. |
| 44 | BEAM, W. I. (23-) | Mack Mfg. Co., Wheeling, W. Va. |
| 45 | BEARD, F. S. (23456-) | 132 W. Willimas St., Bath, N. Y. |
| 46 | BECKELL, W. O. (1234-) | R. F. D. 4, Terre Haute, Ind. |
| 47 | BECKER, EMIL (-7) | Cristobal, C. Z. |

*Last address on record; mail returned unclaimed.

| No. | Name. | Address. |
|-----|--------------------------------|--|
| 48 | BECKER, N. A. (34-) | Aud't Office, Balboa Hts. |
| 49 | BEDELL, A. G. (456-7) | Ex. Ofc. Record Bureau, Balboa Hts. |
| 50 | BEDELL, W. H. (12345-) | 2507-7 Ave., Rock Island, Ill. |
| 51 | BEETHAM, C. H. (23456-) | 3636 Coulter St., Philadelphia, Pa. |
| 52 | BELL, R. (-67) | Bx. 53, Paraiso, C. Z. |
| 53 | BELT, JOSIAH (12-) | Wakefield, Md. |
| 54 | BENNINGER, M. P. (45-67) | Nat'l Foreman, Elc. Div., Balboa, C. Z. |
| 55 | BENNINGER, S. A. (123456-78) | Foreman Supply Dept., Ancon, C. Z. |
| 56 | BERGER, ALBERT (12345-6) | Ancon, C. Z. |
| 57 | BERGIN, R. W. (12345-) | Jeffersontown, Ky. |
| 58 | BERGLUND, N. G. (-7) | Balboa, C. Z. |
| 59 | BETEBENNER, H. (2345-) | Balboa, C. Z. |
| 60 | BETHEA, J. K. (34-) | 512 2nd St., N. W., Washington, D. C. |
| 61 | BETTERLEY, W. J. (-67) | Scale Inspector, Balboa Heights. |
| 62 | BEVERLEY, DR. E. P. (123-4567) | Dist. Physician, Balboa, C. Z. |
| 63 | BEVERLEY, J. C. (-7) | Ancon, C. Z. |
| 64 | BEVERLEY, ROBT. (456-7) | Ofc. Asst. to Supt. P. R. R., Balboa Hts. |
| 65 | BISSELL, W. J. (2345-) | Cristobal, C. Z. |
| 66 | BLACK, C. A. (-67) | Supt. of Dredging, Paraiso, C. Z. |
| 67 | BLACKBURN, S. E. (5-6) | Magistrate, Balboa, C. Z. |
| 68 | BLAIR, C. A. (456-7) | Clk. to Dept. Collector, Cristobal, C. Z. |
| 69 | BLAKE, A. O. (23-) | Wickliffe, Ky. |
| 70 | BLAKEMAN, W. C. (345-) | Balboa Heights. |
| 71 | BLIEFIELD, WM. (3456-) | Machinist, Cristobal, C. Z. |
| 72 | BLISS, G. de LEE (23456-7) | Cristobal, C. Z. |
| 73 | BLOSS, H. I. (3456-7) | Cond. P. C., Ancon, C. Z. |
| 74 | BODETTE, WM. (1234-) | Box 264, Biggs, Cal. |
| 75 | BOGGS, J. C. (4-) | 709 Palestine Ave., Palestine, Texas. |
| 76 | BOLAND, JOHN (23-) | 110-15th St., Washington, D. C. |
| 77 | BOLEN, WM. H. (456-7) | Electrician, Empire, C. Z. |
| 78 | BOOTH, R. K. (123-) | Panama Merchant, Ancon, C. Z. |
| 79 | BORDT, C. B. (-7) | Ancon, C. Z. |
| 80 | BOTTENFIELD F. M. D. (1234-) | 227-So. Madison, Allentown, Pa. |
| 81 | BOVAY, H. E. (1234-) | Real Estate & Autos, Stuttgart, Ark. |
| 82 | BOYD, A. S. (56-) | Mun. Eng., Pedro Miguel, C. Z. |
| 83 | BOYD, O. S. (56-) | Mat'l Foreman, Mun. Eng., Ancon, C. Z. |
| 84 | BOYLE, E. M. (23-) | Agency St., Burlington, Ia. |
| 85 | BRADBERRY, R. T. (123456-78) | Trans. Dept., Ancon, C. Z. |
| 86 | BRADNEY, M. F. (23456-7) | Medical Store, Ancon, C. Z. |
| 87 | BRADY, CLYDE DR. (2345-) | 2116 W. Broadway, Louisville, Ky. |
| 88 | BRADY, EDW. (456-) | Blacksmith, Ancon, C. Z. |
| 89 | BRAW, F. J. (45-) | Ayrshire Stock Farm, Granville, N. Y. |
| 90 | BREWER, W. T. (12-) | Bx. 37, Guy & Quito R'y, Guayaquil, Eq. |
| 91 | BRIDGES, H. L. (345-) | Fortifications, Ancon, C. Z. |
| 92 | BRITTEN, C. C. (45-67) | Ab'ct Clk., Ofc. R. & F. A. Cristobal, C. Z. |
| 93 | BRODERICK, T. J. (2-) | 476 E. St. S. W., Washington, D. C. |
| 94 | BROMLEY, J. Z. (-67) | Opr. Power Plant, Mech. Dv., Balboa, C. Z. |
| 95 | BRONK, A. E. (23-) | Care Elec. Share & Bond Co., 30 Church St., N. Y. C. |
| 96 | BROWN, E. L. (3-) | Box 123, Okmulgee, Ark. |
| 97 | BROWN, GEORGE (23456-) | Loco. Engr., Balboa, C. Z. |
| 98 | BROWN, G. A. (3456-7) | Draftsman, Balboa, Heights. |
| 99 | BROWN, H. L. (-7) | Balboa, C. Z. |
| 100 | BROWN, R. H. (2-) | Machinist, Ancon, C. Z. |
| 101 | BROWN, T. E., Jr. (34-) | 55 Liberty St., New York, N. Y. |
| 102 | BROWN, W. E. (2345-) | Tivoli Hotel, Ancon, C. Z. |
| 103 | BROWN, W. G. (3-) | Foreman Mech. Div., Balboa, C. Z. |
| 104 | BROWN, W. J. (3-) | Job Dept. M. D., Ancon, C. Z. |
| 105 | BROWNING, W. S. (-67) | Loco. Engr. Balboa, C. Z. |
| 106 | BRUGGE, WM. (-7) | Cristobal, C. Z. |

XX Last address on record; mail returned unc'aimed.

| No. | Name. | Address. |
|-----|----------------------------|--|
| 107 | BRYANT, J. H. (23456-) | Machinist, Cristobal, C. Z. |
| 108 | BUCHAN, GEORGE (23-) | Henderson, N. C. |
| 109 | BULLARD, C. M. (4-) | 1554 Shelby St., Indianapolis, Ind. |
| 110 | BURDGE, L. E. (2345-) | Clk. Ex. Office, Balboa Heights. |
| 111 | BURKE, JOHN (1234-) | 2417 Central Ave., Indianapolis, Ind. |
| 112 | BURMESTER, E. A. (2345-) | Police & Fire Dept., Balboa, C. Z. |
| 113 | BURNHAM, H. D. (234-) | Care Treasury Dept., Washington, D. C. |
| 114 | BURNS, LEE (4-) | Hercules Powder Co., Hercules, Cal. |
| 115 | BURROWS, C. A. (45-) | XX Cristobal, C. Z. |
| 116 | BUSHNELL, H. H. (123456-7) | Cristobal, C. Z. |
| 117 | BUTLER, J. E. (2345-) | Ancon, C. Z. |
| 118 | BUTLER, T. J. (3456-) | Ancon, C. Z. |
| 119 | BUTLER, W. H. (345-) | Electrician, Ancon, C. Z. |
| 120 | BUTTERS, C. M. (234-) | Cristobal, C. Z. |
| 121 | CALDWELL, B. W. (123-) | General Hospital, Pittsburg, Pa. |
| 122 | CALLAHAN, W. V. (45-) | Clk. Acctg. Dept., Balboa, Heights. |
| 123 | CALVERT, F. G. (34-) | 243 Grand Ave., Brooklyn, N. Y. |
| 124 | CALVIT, S. E. (45-6) | Tool Dresser, Mech. Div., Balboa, C. Z. |
| 125 | CAMPEY, G. M. (-67) | 451 Spring Grove Ave., Toledo, Ohio. |
| 126 | CAPPERS, W. F. (1234-) | R. F. D. 54, Windsorville, Maine. |
| 127 | CAPWELL, J. H. (345-6) | Condr. P. R. R., Balboa, C. Z. |
| 128 | CARLSON, C. O. (45-) | Ex. Office, Balboa, Heights. |
| 129 | CARLSON, R. S. (45-67) | Land Agt., Ancon, C. Z. |
| 130 | CARPENTER, M. H. (1234-) | Lbr. Insp., 616 Whitney Bdg. New Orli's. |
| 131 | CARR, C. C. (-7) | Pedro Miguel. |
| 132 | CARROLL, L. N. (12345-6) | Police Dept., Gamboa, C. Z. |
| 133 | CARSON, G. B. (234-) | Mun. & Bldg. Div. Clk., Balboa Hts. |
| 134 | CARTER, C. H. (234-) | 5 McDonough St., Brooklyn, N. Y. |
| 135 | CARTER, WILLIAM (345-) | Pilot Marine Div., Balboa, C. Z. |
| 136 | CARTWRGHT, J. G. (456-7) | 24 St. Nicholas Pl., N. Y. C. |
| 137 | CASEY, W. B. (45-67) | Gen'l F'man, E. Bkwtr, Cristobal, C. Z. |
| 138 | CASSELL, G. H. (45-67) | Foreman M. D., Cristobal, C. Z. |
| 139 | CAUTHERS, R. A. (-7) | Pedro Miguel. |
| 140 | CHAMBERLAIN, D. T. (23-) | Care Guthrie Co., Oroville, Wash. |
| 141 | CHAMBERS, W. R. (345-) | Wash. St., Spokane, Wash. |
| 142 | CHEATHAM, W. B. (-6) | Cristobal, C. Z. |
| 143 | CHESTER, W. C. (12345-6) | Loco. Engr., Balboa, C. Z. |
| 144 | CHUTE, F. E. (456-7) | Foreman, Mun. Eng., Balboa, C. Z. |
| 145 | CLARK, H. C. DR. (-7) | Ancon Hospital. |
| 146 | CLARK, T. H. (123-) | 138 Paplas St., Jackson, Tenn. |
| 147 | CLARKE, E. E. (45-) | 1846 Talbot Ave., Indianapolis, Ind. |
| 148 | CLAUS, WM. (-6) | 831 Lincoln St., Schenectady, N. Y. |
| 149 | CLAUS, F. W. (5-) | 653 Grant St., Akron, O. |
| 150 | CLAYBOURN, V. M. (456-7) | Dredging Div., P. Miguel, C. Z., Bx. 34. |
| 151 | CLEARY, J. W. (12345-) | Care Yardmaster P. R. R., Ancon, C. Z. |
| 152 | CLEMENT, C. C. (1234567-8) | Foreman Mun. Engr. Div., Lascasadas, C. Z. |
| 153 | CLISBEE, F. A. (2345-67) | Loco. Engr., Balboa, C. Z. |
| 154 | CLOSE, J. A. (123456-) | Care University Club, Aancon, C. Z. |
| 155 | COFFEY, N. E. (2345-) | XX Cristobal, C. Z. |
| 156 | COHEN, JACOB (234-) | Edmonton, Alberta, Canada. |
| 157 | COLEGROVE, A. M. (45-) | Acctg. Dept., Balboa Hts. |
| 158 | COLIP, E. H. (1-) | Deceased. |
| 159 | COLLINS, J. O. (4-567) | Statistician, Balboa Hts. |
| 160 | COMBER, W. G. (2345-6) | Res. Engr. Dredg. Div., Paraiso, C. Z. |
| 161 | CONLAN, C. P. (34-) | Balboa Hts. |
| 162 | CONNER, F. W. (23-) | Aud't. Ofc., Balboa Hts. |
| 163 | CONNOLLY, M. B. (123456-7) | Roadmaster, P. R. R., Balboa Hts. |
| 164 | CONNOR, DR. M. E. (23456-) | 84 Main St., Amesbury, Mass. |
| 165 | CONNORS, NEIL (12345-) | XX Loco Engr., Balboa, C. Z. |

XX Last address on record; mail returned unclaimed.

| No. | Name. | Address. |
|-----|------------------------------|---|
| 166 | CONRAD, MOISE (2-) | 714 Napoleon Av., New Orleans, La. |
| 167 | CONSTANTINE, JNO. (123456-7) | Pilot, Marine Div., Cristobal, C. Z. |
| 168 | COOK, C. B. (2345-) | Planter, Orchid, Fla. |
| 169 | COOK, R. R. (5-) | Alpine, Ala., R. F. D. 2. |
| 170 | COOKE, T. M. (1234-) | Sharon, Pa. |
| 171 | COOPER, REV. E. J. (45-) | Christ Church, Colon, Cristobal, C. Z. |
| 172 | COOPER, W. L. (4-) | Lt. of Police, Balboa Hts. |
| 173 | CORNISH, F. L. (12345-6) | Bx. 803, Sta. "A", New Orleans, La. |
| 174 | CORNISH, L. D. (34-567) | 415 Customs House, Cincinnati, O. |
| 175 | CORNWAITH, H. G. (-6) | Portland, Ore. |
| 176 | CORNWELL, A. E. (123456-7) | Com. Insp., Ancon, C. Z. |
| 177 | CORRIGAN, J. A. (12345-) | San. Insp., Ancon, C. Z. |
| 178 | CORRIGAN, J. P. (345-) | Dist. San. Insp., Balboa, C. Z. |
| 179 | CORRIGAN, P. F. (34-) | Ancon, C. Z. |
| 180 | COSGROVE, JAMES (2345-6) | Supt. Bldg. Div., Cristobal, C. Z. |
| 181 | COTTON, A. E. (123456-7) | Clerk, Balboa Hts. |
| 182 | COTTON, C. (-7) | Cristobal, C. Z. |
| 183 | COTTON, FRANK (2345-67) | Terrell L. & Dev. Co., Rerdell, Fla. |
| 184 | COUSINS, J. W. (-67) | Cristobal, C. Z., Box 335. |
| 185 | CRABTREE, DR. G. H. (2345-) | Camp Douglass, Arizona. |
| 186 | CRADDOCK, J. C. (5-) | Timekeeper, Balboa Hts. |
| 187 | CRAFTS, C. P. (12345-) | Breckenridge, Ill. |
| 188 | CRAIG, J. G. (2345-) | Atlanta, Ga. |
| 189 | CULBERTSON, X. W. (234-) | Supt. Corral P. R. R., Cristobal, C. Z. |
| 190 | CURRAN, T. T. (2-) | Lock Operation, Pedro Miguel, C. Z. |
| 191 | CUSTY, THOMAS (234-) | 755 St. Johns Ave., Lima, O. |
| 192 | CUTLER, H. B. (-67) | Shipwright, Mech. Div., Balboa, C. Z. |
| 193 | DAGLEY, F. H. (-6) | Balboa, C. Z. |
| 194 | DALEY, J. (456-) | Dep. Col. of Rev., Cristobal, C. Z. |
| 195 | DALY, C. C. (2345-6) | Loco. Engr., Balboa, C. Z. |
| 196 | DALY, O. M. (-67) | Morant Bay P. O., Jamaica, B. W. I. |
| 197 | DANIELS, JESSIE E. (5-) | Prin. C. Z. High School, Balboa, C. Z. |
| 198 | DAVIDSON, E. H. (45-) | 337 Windsor Ave., Hartford, Ct. |
| 199 | DAVIDSON, SILAS (12-) | 8 West 132nd St., N. Y. C. |
| 200 | DAVIES, E. D. (5-) | Pump Operator, Cristobal, C. Z. |
| 201 | DAVIES, R. M. (2345-) | Balboa Hts. |
| 202 | DAVIS, EDWARD (345-) | Supervisor of Dredg., Paraiso, C. Z. |
| 203 | DAVIS, J. I. (123-) | 2030 Va. Ave., Connorsville, Ind. |
| 204 | DAVOLL, C. E. (34-) | Madison, S. D. |
| 205 | DAWSON, A. J. (23-) | Hicksville, O. |
| 206 | DECKER, E. (345-67) | Santo Tomas Hosp., Panama, Ancon, C. Z. |
| 207 | DEEMS, E. A. (345-6) | Planter R. de P., Cristobal, C. Z. |
| 208 | D'GRUMMOND, RAY'D (2345-6) | Comsy Accountant, Balboa Hts. |
| 209 | DELANO, F. E. (23-) | Hartford, Ark. |
| 210 | De La VERGNE, J. C. (23456-) | Schohaire Co., Esperance, N. Y. |
| 211 | DENEEN, JACK (2345-) | 763 Chalker St., Akron, O. |
| 212 | DENNIS, D. W. (345-) | Cristobal, C. Z. |
| 213 | DEWLING, A. W. (123456-) | Balboa, C. Z. |
| 214 | DIBOWSKI, C. J. (34-) | 30 Oak St., Covington, Ky. |
| 215 | DICKSON, T. H. (-7) | Cristobal, C. Z. |
| 216 | DICKINSON, A. M. (23-) | Balboa, C. Z. |
| 217 | DICKINSON, W. E. (23-) | Blacksmith Mech Div., Balboa, C. Z. |
| 218 | DILLON, V. C. (12345-6) | S. K. Supply Dept., Gatun, C. Z. |
| 219 | DOHRMANN, H. W. (256-7) | Bin "M" St. Petersburg, Fla. |
| 220 | DONAHUE, T. J. (34-) | Cristobal, C. Z. |
| 221 | DONAHUE, D. F. (12345-) | Balboa, C. Z. |
| 222 | Donaldson, W. J. (3-) | Box, 11, Bellhaire, Texas. |
| 223 | DOUGHERTY, F. F. (-67) | 3rd Ave., Durango, Col. |
| 224 | DOUGLAS, GAVIN (12-) | 532 31st Ave., Seattle, Wash. |
| 225 | DOVELL, J. P. (2345-) | Coaling Station, Cristobal, C. Z. |

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| No. | Name. | Address. |
|-----|------------------------------|---|
| 226 | DOWNES, WM. (345-6) | Pipefitter Mech. Div., Ancon, C. Z. |
| 227 | DRAKE, T. M. (345-67) | Clk. Acctg. Dept., Balboa Hts. |
| 228 | DRISCOLL, M. J. (2345-) | Balboa, C. Z. |
| 229 | DUCKWORTH, G. E. (4-) | West Liberty, Ohio. |
| 230 | DUCKWORTH, J. T. (1234-) | Condr. P. R. R., Cristobal, C. Z. |
| 231 | DUEY, C. W. (12345-) | Lockmaster, Gatun Locks, Gatun, C. Z. |
| 232 | DUEY, W. J. (56-7) | Ancon, C. Z. |
| 233 | DUNCAN, SAMUEL (23456-) | Engr. Dipper Drdg., Pedro Miguel, C. Z. |
| 234 | DUNDAS, HARRY (-6) | Supply Dept., Cristobal, C. Z. |
| 235 | DUNNING, W. E. (12-) | Main & E. Utica Sts., Buffalo, N. Y. |
| 236 | DURFEE, O. S. (45-6) | Cristobal, C. Z. |
| 237 | DUTROW, H. V. DR. (23456-7) | Physician, Dayton, Ohio. |
| 238 | EARHART, T. W. DR. (3456-7) | Chf. of Surgical Clinic, Ancon Hospital. |
| 239 | EASON, J. J. (12345-6) | Norfolk, Va. |
| 240 | EBERENZ, A. (4-) | XX Balboa, C. Z. |
| 241 | EDEN, H. L. (345-67) | Cr. Pt. Captain's Ofc., Cristobal, C. Z. |
| 242 | EDHOLM, KARL (12345-67) | Paraiso, C. Z. |
| 243 | EDWARDS, D. T., Jr. (5-) | Gentleman of Leisure, Versailles, Ky. |
| 244 | EGGLESTON, O. W. (4-) | 9 Balding Ave., Poughkeepsie, N. Y. |
| 245 | EIDNER, B. F. (3-) | XX P. R. R., Balboa, C. Z. |
| 246 | EKEDAH, OLOF (2345-67) | Culebra, C. Z. |
| 247 | ELLERBE, J. C. (1234-) | Summersville, S. C. |
| 248 | EMERY, WALTER (123456-7) | 34-W 44 St., N. Y. |
| 249 | ENGLANDER, MAX (123456-7) | Loco. Engr., Balboa, C. Z. |
| 250 | ENO, HARRY DR. (2345-67) | Samaritan Hospital, Cristobal, C. Z. |
| 251 | ENSY, CHARLES R. (2345-) | Bradford Co., Starke, Fla. |
| 252 | ERGENZINGER, W. J. (1-) | 206 Franklin St., Los Angeles, Cal. |
| 253 | ERNSTDOERF, A. R. (3-) | Logan, Iowa. |
| 254 | ERSKINE, W. A. (3-) | Mesilla Park, N. Mex. |
| 255 | ETOWSKI, JOSEPH (-6) | 1307 Webster St., Baltimore, Md. |
| 256 | EVANS, CHARLES H. (-7) | S. S. Caribbean, Cristobal, C. Z. |
| 257 | EWING, O. M. (23-) | Med. Store House, Ancon, C. Z. |
| 258 | FAGAN, SAMUEL (2-) | 219 Canal St., N. Y. C. |
| 259 | FAHRBACH, FRED (-6) | Deceased. |
| 260 | FAIRBANKS, H. G. (123456-) | Westboro, Mass. |
| 261 | FALKNER, G. E. (2345-) | Wyoming, N. Y. |
| 262 | FALKNER, W. H. (2345-67) | Loco. Engr., Balboa, C. Z. |
| 263 | FARISH, H. S. (12345-) | Con. Car. Co., Detroit, Mich. |
| 264 | FARLEE, W. A. (34-) | 1441 N. St., Washington, D. C. |
| 265 | FARMER, A. G. DR. (123456-7) | Physician, 5 Park Place, Athens, O. |
| 266 | FARRELL, W. H. (2345-) | Balboa, C. Z. |
| 267 | FAURE, AD. (123456-7) | Deceased. |
| 268 | FECHTIG, E. M. (23456-) | Ex. Dept., Balboa Hts. |
| 269 | FELD, F. A. (12345-) | 1825 1st Ave., Birmingham, Ala. |
| 270 | FENNEL, B. M. (234-) | Balboa Hts. |
| 271 | FERBER, L. A. (123456-7) | Wheaton College, Norton, Mass. |
| 272 | FEREBEE, F. B. (123-) | 302 Lexington St., Covington, Va. |
| 273 | FERGUSON, H. L. (456-7) | Foreman, Cristobal, C. Z. |
| 274 | FERGUSON, R. N. (-67) | Ancon, C. Z. |
| 275 | FEURTADO, J. P. (-6) | Ancon, C. Z. |
| 276 | FEY, W. L. (3456-7) | Supt. Elec. Div., Balboa Hts. |
| 277 | FIELDS, J. B. (6-7) | Supt. Bldg. Div., Ancon, C. Z. |
| 278 | FINCH, E. L. (3-) | Cr. Belgian Relief Cm., 120 B'dway, N. Y. |
| 279 | FINLEY, LEE L. (12-) | San Francisco, Cal. |
| 280 | FISHER, A. D. (234-) | 321 Wash. St., Greenville, Mich. |
| 281 | FLEISCHMANN, I. H. (23-) | Anchorage, Alaska. |
| 282 | FLEMING, H. V. (-6) | Frazeysburg, O. |
| 283 | FLOOD, ARTHUR (56-) | Balboa, C. Z. |

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| No. | Name. | Address. |
|-----|-------------------------------|--|
| 284 | FLOYD, FRANK (1234-) | Cr. Strangers Club, Cristobal, C. Z. |
| 285 | FORMAN, J. C. (1234-) | 222 Elizabeth St., Ft. Worth, Texas |
| 286 | FORTNEY, C. P. (3-) | Dam 48, Ohio River, Pilchers, Ky. |
| 287 | FOSTER, E. M. (23-) | Clk. Acctg. Dept., Balboa Hts. |
| 288 | FOSTER, W. F. (23-) | M. of T., P. R. R. Co., Ancon, C. Z. |
| 289 | FOWLER, J. F. (2-) | Milford, Del |
| 290 | FOWLER, J. W. (-87) | Bldg. Div., Balboa, C. Z. |
| 291 | FOX, MAX S. (-67) | Cristobal, C. Z. |
| 292 | FOX, M. W. (23456-7) | 156 Milwaukee Av. E., Detroit, Mich. |
| 293 | FRAMPTON, C. M. (5-6) | Ancon, C. Z. |
| 294 | FRANSON, H. J. (-7) | Pedro Miguel, C. Z. |
| 295 | FRAROW, PETER (23-) | Machst. Mech. Div., Balboa, C. Z. |
| 296 | FRENCH, M. L. (23456-7) | Balboa Hts. |
| 297 | FRENCH, R. V., Jr. (45-) | Cristobal, C. Z. |
| 298 | FROST, MRS. J. M. (12345-) | Balboa, C. Z. |
| 299 | FULLMAN, WM. (456-7) | Mun. Dept., Ancon, C. Z. |
| 300 | GAEB, H. J. (456-7) | Machst. Mech. Div., Balboa, C. Z. |
| 301 | GALLAGHER, H. J. (3456-) | 31 Lincoln Ave., Amsterdam, N. Y. |
| 302 | GALLAGHER, W. P. (23456-7) | Mun. Engr. Div., Empire, C. Z. |
| 303 | GALLIHER, E. L. (2345-) | Bldg. Div., Ancon, C. Z. |
| 304 | GAMBLE, R. M. (-87) | 215 W. 2nd St., Little Rock, Ark. |
| 305 | GANNON, H. F. (2345-) | Loco. Engr., P. R. R., Balboa Hts. |
| 306 | GANSER, J. C. (345-) | 40 Danforth St., Boston, Mass. |
| 307 | GARCON, E. J. (2345-) | Paraiso, C. Z. |
| 308 | GARLAND, H. V. (4-) | Cristobal, C. Z. |
| 309 | GARRISON, E. S. (12345-) | Deceased. |
| 310 | GARVIN, P. J. (23-) | Deceased. |
| 311 | GEDDES, A. H. (34-) | 235 W. 125th St., N. Y. C. |
| 312 | GEDDES, C. R. (123-) | 714 Park Place, Elmira, N. Y. |
| 313 | GEDNEY, RALPH (-6) | Balboa, C. Z. |
| 314 | GEROW, WILLIAM (2345-) | 11 W. 18th St., N. Y. C. |
| 315 | GIBSON, J. K. (123-4567) | 4434 N. 8th St., Philadelphia, Pa. |
| 316 | GILBERT, J. J. (2345-) | Greenville, N. C. |
| 317 | GILBERT, WM. (12345-67) | Balboa, C. Z. |
| 318 | GILKEY, L. L. (1234-) | Time Office, Balboa Hts. |
| 319 | GILLIAM, MACE H. (-6) | Balboa, C. Z. |
| 320 | GILMORE, C. E. (123456-7) | Marlborough, Mass. |
| 321 | GILMORE, M. E. (2345-67) | Ancon, C. Z. |
| 322 | GIRDNER, HARRY (-6) | Bocas del Toro, R. de P. |
| 323 | GLAW, R. W. (23456-) | Asst. Paymaster, P. C., Balboa Hts. |
| 324 | GOETHALS, MAJ. GEN. (3456-) | Washington, D. C. |
| 325 | GOLDSMITH, E. J. (123456-) | Ancon, C. Z. |
| 326 | GOODENOW, A. B. (2-) | Cristobal, C. Z. |
| 327 | GOOLSBY, E. M. (45-67) | Clk. Dist. Court, Ancon, C. Z. |
| 328 | GORGAS, GEN. W. C. (123456-7) | Surgeon Gen., U. S. A., Wash., D. C. |
| 329 | GORHAM, F. L. (234-) | Jachery, La. |
| 330 | GORHAM, G. H. (12-) | 14 Hastings St., W. Roxbury, Boston, Mass. |
| 331 | GORHAM, L. G. (234-) | Willesby, Mass. |
| 332 | GRAFF, JACOB (456-) | Naos Island, Balboa, C. Z. |
| 333 | GRAHAM, W. F. (23-) | Ancon, C. Z. |
| 334 | GREELEY, H. L. (1234-) | Machst. Mech. Div., Balboa, C. Z. |
| 335 | GREEN, F. E. (123456-7) | Aud't Office, Balboa Hts. |
| 336 | GREEN, G. W. (-6) | Mun. Dept., Ancon, C. Z. |
| 337 | GREEN, W. H. (12345-) | Balboa, C. Z. |
| 338 | GRIER, C. L. (-7) | Cristobal, C. Z. |
| 339 | GRIER, SAMUEL, Jr. (2345-) | Motor Car Insp., Balboa Hts. |
| 340 | GRIGGS, A. C. (123456-7) | 117 Barclay St., N. Y. C. |
| 341 | GRINDER, J. B. (234-) | 319 7th St., Washington, D. C. |
| 342 | GRISSOM, J. T. (123456-) | Pay Clk. P'master's Ofc., Cristobal, C. Z. |
| 343 | GROBE, GRACE E. (-67) | Paraiso, C. Z. |

| No. | Name. | Address. |
|-----|-------------------------------|---|
| 344 | GROBE, W. J. (-6) | Loco. Engr., Balboa Hts. |
| 345 | GROVE, BLANCHE (34-) | Ancon Hospital. |
| 346 | GROVER, E. L. (5-6) | Foreman Floating Piledriver, Cristobal, C. Z. |
| 347 | GROVES, R. B. (2345-6) | Storekeeper, S. D., Cristobal, C. Z. |
| 348 | GUDERIAN FRED'K (1234-) | 343 Treasury Bldg., Washington, D. C. |
| 349 | GUDGER, H. A. HON. 1234- | Asheville, N. C. |
| 350 | GURNETT M. T 5- | Trans. Clerk, P. R. R., Balboa Hts. |
| 351 | GUSTAVSON, G. E. (45-67) | Machst. Mech. Div., Ancon, C. Z. |
| 352 | HACKENBERG, A. L.(123456-7) | Balboa Hts. |
| 353 | HAINES, A. L. (23-) | Fultonham, N. Y. |
| 354 | HALDEMAN, E. P. (345-) | Car Insp. P. R. R. Yard, Ancon, C. Z. |
| 355 | HALLEN, ERNEST (-7) | Balboa, Hts., C. Z. |
| 356 | HALLIGAN, THOMAS (2-) | Machst. Mech. Div., Balboa, C. Z. |
| 357 | HALLORAN, G. B. (12345-) | Balboa, C. Z. |
| 358 | HAMILTON, C. J. (2345-) | Condr. P. R. R., Balboa, C. Z. |
| 359 | HAMLIN, F. T. (-6) | Balboa, Hts., C. Z. |
| 360 | HAMMOND, R. S. (3456-7) | Balboa, Hts., C. Z. |
| 361 | HANSON, H. C. (2-) | Ramora, Cal. |
| 362 | HARRIS, C. H. (23456-) | M. M. U. F. Co., Bocas Del Toro, R. de P. |
| 363 | HARRISON, C. P. (-7) | Balboa, C. Z. |
| 364 | HARRISON, T. WM. (23456-) | Machst Mech. Div., Balboa, C. Z. |
| 365 | HARROD, E. E. (12345-) | Balboa, C. Z. |
| 366 | HART, H. A. (234-) | 515-6th Ave., Ashbury Park, N. J. |
| 367 | HARTLEY, E. B. (23-) | District Bldg., Washington, D. C. |
| 368 | HARVEY, R. J. 123- | Farmer, R. F. D. 1, Martel, Tenn. |
| 369 | HARWOOD, ROBT. (345-6) | Ancon, C. Z. |
| 370 | HATHAWAY, M. S. 23-456789-012 | Pay Office, Balboa Hts., C. Z. |
| 371 | HAYES, H. S. DR. (23-) | Physician, Whitehouse, O. |
| 372 | HAYNES, J. N. (23-) | R. F. D. 3, Tampa, Fla. |
| 373 | HEALD, S. W. (45-6) | Supt. P. R. R., Balboa Hts., C. Z. |
| 374 | HEHN, MARY (2345-6) | Nurse, Montgomery, N. Y. |
| 375 | HEINRICH, AMANDUS (234-) | XX 316 N. 7th St., Monroe, La. |
| 376 | HELLIKSEN, L. A. (3456-) | Pilot, Marine Div., Balboa, C. Z. |
| 377 | HELMER, J. H. (56-7) | Claim Officer, Balboa, Hts, C. Z. |
| 378 | HENKLE, B. F. (23-) | Deceased. |
| 379 | HENNEN, L. W. (34-) | Mehst. Mech. Div., Balboa, C. Z. |
| 380 | HENRY, W. D. (1-) | XX Gatun, C. Z. |
| 381 | HENSHAW, W. P. (-67) | Aud't Ofc., Balboa, Hts., C. Z. |
| 382 | HERMAN, A. O. (23456-7) | Gen'l F'man, Car Dept., Balboa, C. Z. |
| 383 | HERRICK, A. (-6) | Glenwood, N. Y. |
| 384 | HERRICK, DR. A. B. (23456-7) | Surgeon Panama Hospital, Ancon, C. Z. |
| 385 | HERRINGTON, W. W. (2-) | 2025 Bush St., Santa Ana, Cal. |
| 386 | HESLOP W J. (45-6) | Condr. P C., Cristobal, C. Z. |
| 387 | HEVERLY, E. W. (3-) | Deceased. |
| 388 | HILL, F. M. (-7) | Balboa Hts., C. Z. |
| 389 | HILLS, F. C. (45-) | 117 W. Webster St., Clinton, Ill. |
| 390 | HINMAN, H. D. (34) | XX Balboa Hts., C. Z. |
| 391 | HIRSCH, F. S. (45-) | Gainesville, N. Y. |
| 392 | HOAGLAND, R. C. 3456-) | Electrician, Pedro Miguel, C. Z. |
| 393 | HOBBY, W. R. (45) | Agt. Dept. Pub. Wks., Hilo, Hawaii. |
| 394 | HOFFMAN, C. P. 4-) | Clk. Acctg. Dept., Balboa, Hts. |
| 395 | HOLCOMB, B. E. (2-) | Deceased. |
| 396 | HOLDEN, GEORGE (1234) | 2034 Wash. Ave., N. Y. C. |
| 397 | HOLLIDAY, MARY (123-) | Colon Hospital, Cristobal, C. Z. |
| 398 | HOLLOWELL FRED (23456-7) | Condr. P. R. R., Balboa, C. Z. |
| 399 | HOOVER, M. P. -67) | Guayaque, Ecuador. |
| 400 | HOLT, X. D. (-7) | Ancon, C. Z. |
| 401 | HOSTETTER, H. O. (12345-) | Calumet, R. F. D. 2, Okla. |

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| No. | Name. | Address. |
|-----|----------------------------|--|
| 402 | HOSTETTER, M. B. (456-) | Balboa Hts., C. Z. |
| 403 | HOUSTON, J. F. (1-) | Dry Ridge, Ky. |
| 404 | HOWARD, G. A. (-6) | Cabinet Mkr., Balboa, C. Z. |
| 405 | HOWARD, R. C. (23456-7) | 117 Main St., Greenville, Tenn. |
| 406 | HOWE, H. H. (2345-6) | Ancon, C. Z. |
| 407 | HOYTE, P. G. (23-) | Cr. P. R. R. Co., 24 State St., N. Y. C. |
| 408 | HUBBARD, E. L. (12-) | XX Le Mare, Cal. |
| 409 | HUGHES, W. E. (23456-7) | Paraiso, C. Z. |
| 410 | HULL, WM. G. (23456-7) | Car Insp'r, Ancon, C. Z. |
| 411 | HUMMER, C. D. (23-) | Foreman, M. D., Balboa, C. Z. |
| 412 | HUMPHREY, H. W. (-7) | Balboa, C. Z. |
| 413 | HUMPHREY, J. H. K. (45-) | D. Q. M., Cristobal, C. Z. |
| 414 | HUMPHREYS, J. T. (1234-) | Havious, Ky. |
| 415 | HUNT, J. ST. C. (123456-) | 636 W. 138 St., N. Y. C. |
| 416 | HUNTER, C. D. (12-) | Blacksmith, Balboa, C. Z. |
| 417 | HUNTER, GEO. (3456-7) | Cristobal, C. Z. |
| 418 | HUNTOON, R. J. (12345-) | Balboa, C. Z. |
| 419 | HUTCHINGS, R. W. (-6) | Foreman Term. Cons., Balboa, C. Z. |
| 420 | ILLIA, J. D. (23-) | Cr. Hiberna Sav. Bank, Frisco. |
| 421 | ILLWITZER, P. G. (-7) | Sales Clk. Supply Dept., Balboa, C. Z. |
| 422 | JACKSON, H. H. (-67) | Coleman, Texas. |
| 423 | JACKSON, J. J. (123456-7) | Gen'l Storekeeper, S. D., Balboa, C. Z. |
| 424 | JACOBS, J. E. (-7) | Hospital Chemist, Ancon, C. Z. |
| 425 | JAMES, DR. WM. M. (34-567) | Physician, Panama Hospital, Ancon, C. Z. |
| 426 | JENKINS, BEN (123456-7) | 168 Park Ave., River Forest, Ill. |
| 427 | JERNEGAN, W. G. (4-) | Lakeland, Fla. |
| 428 | JOHANNES, GUY (23456-7) | Inspr. Z. P., Ancon, C. Z. |
| 429 | JOHN, WM. W. (23-) | Balboa, C. Z. |
| 430 | JOHNSON, F. E. (3456-7) | Gatun, C. Z. |
| 431 | JOHNSON, J. J. (-67) | Leadman, Mech. Div., Balboa, C. Z. |
| 432 | JOHNSON, M. W. (45-) | 968 Hudson Boulevard, Jersey Cty, N J |
| 433 | JOHNSON, N. R. (2345-) | Ancon, C. Z. |
| 434 | JOHNSON, P. A. (345-6) | XX Ancon, C. Z. |
| 435 | JONES, A. L. (23456-) | Ancon Hospital. |
| 436 | JONES, G. A. (56-7) | Foreman, S. D., Balboa, C. Z. |
| 437 | JONES, J. W. (-67) | Cristobal, C. Z. |
| 438 | JORDAN, F. E. (-7) | Balboa, C. Z. |
| 439 | JORDAN, J. P. (3-) | Haymarket, Va. |
| 440 | JORDAN, T. M. (456-) | Machinist, Cristobal, C. Z. |
| 441 | JORGENSEN, E. L. (3-) | Machst. Mech. Div., Balboa, C. Z. |
| 442 | JULIEN, CLARK (2345-) | Foreman, Patterson Shop M. D. Balboa. |
| 443 | JURY, F. J. (23456-) | F'man Carp'r. Bldg. Div., Ancon, C. Z. |
| 444 | JUSSEN, A. S. (123-) | 2621 Newkirk Ave., Brooklyn, N. Y. |
| 445 | KALLISH, B. A. (12-) | Deceased. |
| 446 | KANE, J. H. (2345-) | Balboa, C. Z. |
| 447 | KEEFE, J. H. (23456-7) | Local Pur. Agt., S. D., Ancon, C. Z. |
| 448 | KEELER, T. L. (2-) | Condr. P. R. R., Ancon, C. Z. |
| 449 | KEELING, E. A. (12345-) | Paymaster, Cristobal, C. Z. |
| 450 | KEELING, J. R. (23-) | Balboa, C. Z. |
| 451 | KEENE, C. B. (45-) | Foreman Laundry, Cristobal, C. Z. |
| 452 | KELLER, J. C. (4-) | Washington, Mo. |
| 453 | KELLEY, L. W. (-7) | Paraiso, C. Z. |
| 454 | KEMP, JAMES. (234-) | Jersey City, N. J. |
| 455 | KENDALL, C. E. (1234-) | 219 1-2 Maple Av., Takhowa Park, D. C. |
| 456 | KENEALY, PATRICK (34-) | 826-59th St., Los Angeles, Cal. |
| 457 | KENNEDY, A. (34-) | 417 Sandusky St., Toledo, O. |
| 458 | KENNEDY, A. W. (23456-) | Captain C. Z. Police, Cristobal, C. Z. |
| 459 | KERR, J. L. (456-7) | Watch Insp'r., Cristobal, C. Z. |
| 460 | KEYSER, E. M. (2-) | Cr. U S Weather Bu., San Francisco, Cal. |

XX Last address on record; mail returned unclaimed.

| No. | Name. | Address. |
|-----|-----------------------------|---|
| 461 | KEIRNAN, J. C. (1234-) | Clerk, Balboa Hts., C. Z. |
| 462 | KILMURRAY, W. J. (4-) | 16 W. Franklin St., Dubois, Pa. |
| 463 | KING, C. J. (56-7) | S. S. Tkt. Agt., P. R. R., Cristobal, C. Z. |
| 464 | KING, J. M. (234-) | Ofc., D. Q. M., P. Miguel, C. Z. |
| 465 | KIRBY, J. F. (234-) | Balboa, C. Z. |
| 466 | KIRK, G. E. (2345-67) | S. S. Engr., N'thern Ry., Siquirres, C. R. |
| 467 | KITTELL, CHARLES (2-) | 1881 Woodbine St., Brooklyn, N. Y. |
| 468 | KITTELL, J. C. (8-) | 95 Central Ave., Newark, N. J. |
| 469 | KOERNER, C. F. (234-) | Insp. Fire Dept., Balboa, Hts., C. Z. |
| 470 | KOPERSKI, J. I. (-7) | Pedro Miguel, C. Z. |
| 471 | KOPERSKI, L. A. (-7) | Balboa, C. Z. |
| 472 | KORSAN, ALBERT (45-) | Personnel Bureau, Balboa Hts., C. Z. |
| 473 | KRATLI, J. O. (34-) | Cr. Dent Co., Salem, Mo. |
| 474 | KRATZ, A. B. (56-7) | Progress Foreman, Balboa, C. Z. |
| 475 | KROMER, W. H. (67-7) | P. R. R. Accountant, Balboa, Hts., C. Z. |
| 476 | KRUEGER, C. J. (3456-) | Ancon, C. Z. |
| 477 | KYTE, E. M. (23456-7) | 220 Vine St., Hartford, Conn. |
| 478 | KYTE, J. P. (123456-) | XX Bldg., Contr., Farmington, Mass. |
| 479 | LAMBERT, C. K. (-67) | Cristobal, C. Z. |
| 480 | LANDERS, J. W. (45-) | Dred. Div., Paraiso, C. Z. |
| 481 | LANDON, R. W. (-7) | Balboa Hts., C. Z. |
| 482 | LARCOM, B. L. (2345-67) | Balboa Hts., C. Z. |
| 483 | LA ROCK, HERBERT. (2-) | Machst. Mech. Div., Balboa, C. Z. |
| 484 | LA ROCK, JOHN. (123456-7) | 2052 Walnut St., Chicago, Ill. |
| 485 | LARSON, LEANDER. (123456-7) | Insp. Health Dept., Cristobal, C. Z. |
| 486 | LAUGHLIN, R. E. (12345-6) | Loco. Engr., P. R. R., Ancon, C. Z. |
| 487 | LAVERY, MATHEW. (23456-) | Cristobal, C. Z. |
| 488 | LAWLOR, WM. A. (3456-) | Cable Clk., Balboa Hts., C. Z. |
| 489 | LAWRENCE, W. S. (2345-) | Clk. Acctg. Dept., Balboa Hts., C. Z. |
| 490 | LEASON, HARRY. (2345-6) | Bldg. Div., Ancon, C. Z. |
| 491 | LEDDEEN, M. E. (4-) | Ancon, C. Z. |
| 492 | LEE, C. W. (6-) | Balboa Hts., C. Z. |
| 493 | LEE, E. E. (45-) | 10511 S. Hamilton Ave., Chicago, Ill. |
| 494 | LEONARD, EDWARD. (2345-) | Comsy. Dept., Cristobal, C. Z. |
| 495 | LEVY, DR. W. V. (-7) | Balboa, C. Z. |
| 496 | LEWIS, CLIFFORD (345-6) | * 137 W. Seldom St., Mattapan, Mass. |
| 497 | LEWIS, C. L. (45-) | Alexander, Arkansas. |
| 498 | LEWIS, F. J. (34-) | 2102-26th Ave., Oakland, Cal. |
| 499 | LINDSAY, C. T. (-67) | Chuquicamata, Chile. |
| 500 | LINGLE, G. S. (3456-) | Loco. Engr., P. R. R., Balboa, C. Z. |
| 501 | LIPSEY, T. E. L. (345-67) | U. S. Asst. Engr., 325 Customs House, New Orleans, La. |
| 502 | LOHMAN, C. H. (2345-67) | 4810-11th Ave., Brooklyn, N. Y. |
| 503 | LOHMAN, E. O. (5-) | Ancon, C. Z. |
| 504 | LOTZ, H. W. (23456-7) | 1729 Ind. Ave., Connersville, Ind. |
| 505 | LOULAN, FRANK. (12345-) | Ancon, C. Z. |
| 506 | LOULAN, J. A. (234-) | Union Springs, N. Y. |
| 507 | LOULAN, J. T. (345-) | 16 16th St., S. E., Washington, D. C. |
| 508 | LOWE, GEORGE (2345-) | Blacksmith Mech. Div., Balboa, C. Z. |
| 509 | LUCE, R. H. (23456-7) | Machst., R. H., Cristobal, C. Z. |
| 510 | LUCCHESI, A. P. (12345-) | Ancon, C. Z. |
| 511 | LUCKEY, J. J. (234-) | Acctg. Dept., Balboa, Hts., C. Z. |
| 512 | LUEDTKE, C. L. (2345-6) | Cr. Dept. Interior, Washington, D. C. |
| 513 | LUND, K. (-67) | Balboa, C. Z. |
| 514 | LUNDISHER, A. A. (12345-) | Paraiso, C. Z. |
| 515 | LUPFER, C. M. (123456-) | Balboa Hts., C. Z. |
| 516 | LUTHER, A. T. (56-7) | Pilot, Marine Div., Balboa, C. Z. |
| 517 | LYNN, L. M. (2-) | Node, Wyoming. |

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*Last address on record; mail returned unclaimed.

| No. | Name. | Address. |
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| 518 | LYNN, W. J. (2345-6) | Cr. U. F. Co. Hospital, Pt. Limon. Costa Rica. |
| 519 | LYONS, M. V. (23-) | 122 Center St., Atlanta, Ga. |
| 520 | MAC CORMACK, D. W. (1234-) | Supt. Comsy. Div., Cristobal, C. Z. |
| 521 | MACFARLANE, JAMES. (456-) | Paraiso, C. Z. |
| 522 | MACK, FRANK. (23-) | Coaling Sta., Cristobal, C. Z. |
| 523 | MACKERETH, A. P. (12345-6) | Ancon Hospital. |
| 524 | MACKINTOSH, JOS. (23456-) | 1872 Madison St., Brooklyn, N. Y. |
| 525 | MAC PHERSON, G. W. (34-) | Whistler, Ala. |
| 526 | MAC RAE, L. M. (4-) | Portland, O. |
| 527 | MADISON, T. C. (-7) | Cristobal, C. Z. |
| 528 | MAHER, J. (-6) | 310 N. Albany St., Ithaca, N. Y. |
| 529 | MAHONEY, P. J. (23456-7) | 68 Warren Av., Woburn, Mass. |
| 530 | MAJOR, J. I. (23-) | R. F. D. 2, Barnesville, O. |
| 531 | MALIA, J. T. (23-) | Box 78, Thompsonville, Conn. |
| 532 | MALSBURY, O. E. (23456-7) | Ass't Engr., Balboa Hts. |
| 533 | MANLEY, W. G. (-6) | Care Firestone T. & R. Co., Akron, Ohio. |
| 534 | MANSBERGER, J. E. (-6) | Coal Plt. Engr., Cristobal, C. Z. |
| 535 | MANSFIELD, H. C. (123456-7) | Gamboa, C. Z. |
| 536 | MANTOOTH, A. (45-) | Friona, Texas. |
| 537 | MARSH, W. H. (234-5) | Cristobal, C. Z. |
| 538 | MARSHALL, C. B. (56-7) | Machst., Mech. Div., Balboa Hts. |
| 539 | MARTIN, J. E. (23456-7) | Balboa Hts. |
| 540 | MARTIN, W. A. (123456-) | Box 192, Cristobal, C. Z. |
| 541 | MASON, A. P. (234-) | Gen'l Delivery, Gautemala. |
| 542 | MATTIMORE, H. B. (123-) | Deceased. |
| 543 | MAXON, W. E. (1234-) | Mun. Dept., Ancon, C. Z. |
| 544 | MAY, WM. H. (3456-7) | 2006 Van Buren St., Wilmington, Del. |
| 545 | MAYHEW, H. L. (-6) | Balboa, C. Z. |
| 546 | McCALLY, H. W. (4-) | Balboa Hts. |
| 547 | McCANN, W. E. (234-) | Milersbury, Ind. |
| 548 | McCarthy, J. S. (45-6) | Cristobal, C. Z. |
| 549 | McCOIN, O. E. (23-) | 2446 Wash. St., Winston Salem, N. C. |
| 550 | McCollough, D. H. (23456-) | Southern Mfg. Club, Charlotte, N. C. |
| 551 | McCORD, J. E. (4-) | Box 1493, Bradford, Pa. |
| 552 | McCORMICK, W. T. (2345-) | Care R. Wilcox Co., Ancon, C. Z. |
| 553 | McCORMICK, E. B. (2-) | Balboa Hts. |
| 554 | McCORMICK, P. C. (2-) | 5 N. St., Camden, N. J. |
| 555 | McGRAY, GRACE E. (56-) | Prin. Ancon School, Ancon, C. Z. |
| 556 | McCULLOUGH, J. A. (3-) | 1616 A Ave., Cedar Rapids, Iowa. |
| 557 | McDONALD, D. E. (12345-67) | Cashier Ancon Hospital, Ancon, C. Z. |
| 558 | McELROY, A. D. (45-) | Cristobal, C. Z. |
| 559 | McGEACHEY, ALEX. (56-7) | Foreman Mech. Div., Balboa, C. Z. |
| 560 | McGIMSEY, J. V. (23456-7) | Water Service, Cristobal, C. Z. |
| 561 | McGEOWAN, ARTHUR (123-) | 1013 60th St., Oakland, Cal. |
| 562 | McGUIGAN, J. J. (2345-) | Corozal Hospital, Corozal, C. Z. |
| 563 | McIlvaine, C. A. (123456-7) | Ex. Sec'y P. C., Balboa Hts. |
| 564 | McIntire, L. A. (-6) | Lt. of Police, Balboa, C. Z. |
| 565 | McKEEVER, B. E. (45-6) | Comsy. Storekeeper, Balboa, C. Z. |
| 566 | McKENNA, R. M. (23456-) | Clk. Aud. Office, Balboa Hts. |
| 567 | McLEAN, J. H. (45-6) | Paymaster P. C., Balboa Hts. |
| 568 | McLEAN, NEIL (23-) | Paraiso, C. Z. |
| 569 | McMAHON, J. C. (23456-7) | Foreman Mech. Div., Balboa, C. Z. |
| 570 | McNAMARA, G. G. (234-) | 6146 S. Winchester Ave., Chicago, Ill. |
| 571 | McNEAL, G. A. (2-) | Corozal, C. Z. |
| 572 | McNUTT, E. E. (23-) | Balston, Spa., N. Y. |
| 573 | McROBERT, W. W. (23-) | 1560 Jefferson St., Buffalo, N. Y. |
| 574 | McQUEEN, P. O. 456-7) | Cristobal, C. Z. |
| 575 | MEAD, J. P. (34-) | Care Interstate Com. Com., Wash., D. C. |
| 576 | MEALER, C. L. (123-) | Spring City, Tenn. |

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| No. | Name. | Address. |
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| 577 | MEECH, M. L. (123456-) | Nurse Ancon Hospital, Ancon. C. Z. |
| 578 | MEECHAN, J. J. (12345-) | 379 S. Main St., Wilkslane, Pa. |
| 579 | MELGORD, J. J. (345-6) | Clerk, Balboa Hts. |
| 580 | METCALF, C. C. (56-7) | 708 Black St., Silver City, N. M. |
| 581 | METTKE, E. G. (-7) | Balboa, C. Z. |
| 582 | MIDDLETON, N. B. (12345-)N | Ancon, care D. Q. M. |
| 583 | MILES, L. E. (2-) | Balboa, C. Z. |
| 584 | MILLER, A. F. (23-) | 252 Johnson St., Hammond, Ind. |
| 585 | Mitchell, E. C. (23-) | Chicago, Ill. |
| 586 | MITCHELL, E. W. (234-) | XX San. Insp. U S Troops, Cristobal, C.Z. |
| 587 | MITCHELL, J. A. (-7) | Cristobal, C. Z. |
| 588 | MITCHIELL, C. D. (34-) | Roseburg, Ore. |
| 589 | MOFFAT, D. H. (34-) | Foreman Elec. Div., Ancon, C. Z. |
| 590 | MOHR, G. F. (34-) | 3120 Buckle St., Indianapolis, Ind. |
| 591 | MONTROE, DR. F. F. (-7) | Ancon Hospital. |
| 592 | MONTGOMERY, J. M. (23456-) | General Del., Bridgeport, Conn. |
| 593 | MOORE, EDWARD (23-) | 502 Ashman St., Sault Ste. Marie, Mich. |
| 594 | MORAN, J. J. (456-) | Lacroisade Jewelry Store, Panama. |
| 595 | MORAN, W. A. (23-) | 555 Garfield Ave., Valparaiso, Ind. |
| 596 | MORENY, VINCENT (23-) | Cristobal, C. Z. |
| 597 | MORIARTY, J. H. (4-) | 191 Goulding St., Buffalo, N. Y. |
| 598 | MORLEY, J. F. (34-) | Condr. P. R. R., Ancon, C. Z. |
| 599 | MORRIS, R. K. (123456-) | Gen. Mgr. Comsy. Div., Cristobal, C. Z. |
| 600 | MORRIS, T. C. (-7) | Balboa Hts. |
| 601 | MORRIS, WEBSTER (234-) | Balboa, C. Z. |
| 602 | MORRISON, W. F. (234-) | Foreman Mech. Div., Balboa, C. Z. |
| 603 | MORTON, F. E. (56-) | Postal Clerk, Cristobal, C. Z. |
| 604 | MULLIN, J. W. (12345-67) | Care Dist. Engr. Anchorage, Alaska. |
| 605 | MURPHY, R. E. (123456-) | Care Singer Sewing Mach. Co., Panama. |
| 606 | MURPHY, W. J. (-6) | Harper Ferry, W. Va. |
| 607 | MURPHY, ZAN (345-) | Loco. Engr., Balboa, C. Z. |
| 608 | MURRAY, J. H. (456-) | Cristobal, C. Z. |
| 609 | MURRAY, J. J. 2345-67) | Paraiso, C. Z. |
| 610 | NAEGELE, FERDINAND (23-) | 412 Front St., Lake Charles, La. |
| 611 | NATT, OSCAR (-67) | Paraiso, C. Z. |
| 612 | NELSON, C. A. 123456-78) | Supervisor of Docks, Cristobal, C. Z. |
| 613 | NEWBOLD, G. W. K. (345-) | Manhasset, N. Y. |
| 614 | NEWBOLD, W. R., JR. (-6) | Ancon, C. Z. |
| 615 | NEWCOMB, H. S. (45-) | Supt. Laundry, Cristobal, C. Z. |
| 616 | NEWELL, H. F. (4-) | Bradford, Pa. |
| 617 | NICHOLS, A. B. (1234-) | 3221 Race St., Phila., Pa. |
| 618 | NIELSON, C. L. (23456-) | Bldg. Div., Balboa, C. Z. |
| 619 | NIMS, W. W. (2-) | Camp Ponit, Ill. |
| 620 | NINAS, G. A. (123-) | 1429 Jefferson St., Kansas City, Mo. |
| 621 | NOLAN, MATTHEW (-6) | Cristobal, C. Z. |
| 622 | NOLAND, DR. L. (123456-7) | Birmingham, Ala. |
| 623 | NORMAN, V. A. E. (-7) | Ancon, C. Z. |
| 624 | NORTHROP, C. W. (2345-) | Dispatcher P. R. R., Ancon, C. Z. |
| 625 | NUNN, NUMA (123-) | New Bern, N. C. |
| 626 | NUPP, WARREN (34-) | 305 Renova St., Pittsburgh, Pa. |
| 627 | O'BARRIO, P. DE (2345-67) | 510 Battery St., San Francisco Cal. |
| 628 | O'BRIEN, THOMAS (3-) | 65403 9th St., N. W. Wash., D. C. |
| 629 | O'KEEFE, T. F. (5-67) | Painter, Mech. Div., Ancon, C. Z. |
| 630 | O'LEARY, JOSEPH (2-) | Cristobal, C. Z. |
| 631 | OLSON, B. F. (45-) | Clk. Bd. of Health Lab., Ancon, C. Z. |
| 632 | O'NEAL, L. A. (234-) | Hartwell, Ga. |
| 633 | ORENSTEIN, DR. A. J. (2345-6) | Johannesburg, South Africa. |
| 634 | ORR, E. F. (-7) | Balboa Hts. |
| 635 | OTIS, H. W. (12345-) | Plumber Bldg. Div., Balboa, C. Z. |
| 636 | OWEN, B. R. (-6) | Gamboa, C. Z. |

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| No. | Name. | Address. |
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| 637 | OWENS, C. T. (123456-) | 1701 Terrel Boulevard, Ensley, Ala. |
| 638 | OWENS, JOHN (1234-) | Jamaica, L. I., N. Y. |
| 639 | PACKARD, C. R. (-67) | Car nspr., Ancon, C. Z. |
| 640 | PALMER, E. W. (123456-) | Ch. Tkpr. P. C., Balboa Hts. |
| 641 | PALMER, G. W. A. (234-) | 5416 Rising Sun Ave., Phila. |
| 642 | PARKER, CHARLES (234-5) | XX P. H. Service, Wash., D. C. |
| 643 | PARKER, C. L. (12345-6) | Surveying Officer, Balboa Hts. |
| 644 | PARMELEE, E. H. (6-7) | Chf. Clk. Balboa Store, Balboa, C. Z. |
| 645 | PARMETER, F. S. (23456-) | Stenographer, Balboa Hts. |
| 646 | PATHEIER, J. A. (45-) | Vault Clk., Balboa Hts. |
| 647 | PATTERSON, A. C. (12345-) | Cristobal, C. Z. |
| 648 | PATTERSON, W. O. (1-) | St. Paul, Minn. |
| 649 | PAYNE, W. H. (4-) | 416 Chittenden Ave., Columbus, Ohio. |
| 650 | PEARSON, H. (345-) | Bureau of Inspection, Balboa Hts. |
| 651 | PEHLER, I. R. (456-) | Care P. M. General, Wash., D. C. |
| 652 | PENDER, W. I. (12345-) | Bd. of Local Insptrs., Ancon, C. Z. |
| 653 | PENDRY, C. A. (34-) | 32 Fair Place, Rochester, N. Y. |
| 654 | PENNEL, G. B. (2345-) | Rodesburg, Montana. |
| 655 | PERKINS, S. M. (3-) | XX Ancon, C. Z. |
| 656 | PERRY, C. S. (-6) | Asst. G. F. Mech. Div., Ancon, C. Z. |
| 657 | Perry, J. C. (123456-7) | Care U. S. Pub. Health Ser., Wash., D. C. |
| 658 | PERRY, W. L. G. (23-) | 30 12th St. Grant City, Sta. Isl., N. Y. |
| 659 | PERRY, W. S. (123456-7) | Condr. P. R. R., Cristobal, C. Z. |
| 660 | PERSONS, C. L. (345-) | Mun Engr, Ancon, C. Z. |
| 661 | PETERSON, J. M. 2345-67) | Pipefitter Mech. Div., Ancon, C. Z. |
| 662 | PETERSON, WALTER (2345-67) | Iron workers, Cristobal, C. Z. |
| 663 | PETTOLETTI, L. (2345-6) | Dred. Div., Paraiso, C. Z. |
| 664 | PHILLIPS, JACK (3456-7) | Capt. Zone Police, Balboa Hts. |
| 665 | PHILLIPS, COL. J. L. (12345-) | Care War Dept., Wash., D. C. |
| 666 | PICKEL, O. C. (2345-6) | Health Officer, Antofagasta, Chile. |
| 667 | PICKETT, IRA W. (23456-7) | Insptr., Ancon, C. Z. |
| 668 | PIERCE, C. C. (12345-) | Surg. U. S. P. H. S., San Francisco, Cal. |
| 669 | PIERSON, G. H. (34-) | Cor. K. & 12th St., N. W., Wash., D. C. |
| 670 | POLK, W. F. (2-) | Miami, Fla. |
| 671 | POOLE, B. C. (23456-7) | Insptr. S. D., Balboa Hts. |
| 672 | POTTER, R. B. (1234-) | Balboa Hts, C. Z. |
| 673 | POTTS, F. A. (123456-7) | 2211 Cedar St., Milwaukee, Wis. |
| 674 | POTTS, I. R. (2345-6) | Deceased. |
| 675 | POTTS, SAM C. (234-) | Cristobal, C. Z. |
| 676 | POWELL, T. L. (-6) | Cab. Mkr. M. D., Cristobal, C. Z. |
| 677 | PRIAL, MARY (3456-7) | Care U. F. Co., Bocas del Toro., R. de P. |
| 678 | PRICE, E. E. (234-) | Houston, Texas. |
| 679 | PRICE, HARVEY (23456-7) | Ancon, C. Z. |
| 680 | PRING, C. E. (345-67) | Boiler Insptr., Cristobal, C. Z. |
| 681 | QUINBY, B. C. (2345-) | Ancon, C. Z. |
| 682 | QUIN, ED. (-67) | Property Clk. Mec. Div., Balboa, C. Z. |
| 683 | QUINN, P. J. (56-) | Ancon, C. Z. |
| 684 | RABBITT, D. F. (23456-7) | C. Z. Bank, Panama, Ancon, C. Z. |
| 685 | RAIFORD, A. I. (456-7) | Senior Insptr., Ancon, C. Z. |
| 686 | RALL, E. J. (2345-67) | Clk. Health Dept., Ancon, C. Z. |
| 687 | RAMEY, WILLIAM (-6) | 1605 Hunter St., Columbus, Ohio. |
| 688 | RANDALL, O. G. (2345-6) | 702 81st St., Seattle, Wash. |
| 689 | RAYMOND, FRANK (2345-6) | Cristobal, C. Z. |
| 690 | READLE, W. H. (234-) | T. E. & G. F. R. H.'s, Balboa, C. Z. |
| 691 | REBBEKE, E. A. (56-7) | Chf. Draftsman, M. D., Balboa, C. Z. |
| 692 | REED, E. L. (34-) | 7824 So. Broadway, St. Louis, Mo. |
| 693 | REEDER, DR. D. F. (2345-678) | E. & E. Physician, Panama Hospital. |
| 694 | REESE, J. L. (456-7) | Loco. Engr., Ancon, C. Z. |
| 695 | REID, H. M. (1234-) | Contractor, Punta Gorda, Fla. |
| 696 | REIDY, J. J. (12345-67) | Chef. Plumbing Insptr., Ancon, C. Z. |

XX Last address on record; mail returned unclaimed.

| No. | Name. | Address. |
|-----|-----------------------------|---------------------------------------|
| 697 | REYNOLDS, T. M. (-67) | Cristobal, C. Z. |
| 698 | REYNOLDS, W. T. (3-) | Deceased. |
| 699 | RICHMOND, JOHN (23456-) | Machst., Cristobal, C. Z. |
| 700 | ROBERTS, R. (345-) | Balboa, C. Z. |
| 701 | ROBERTS, R. W. (4-) | Govt. Agt., St. Charles, Iowa. |
| 702 | ROBERTSON, W. T. (234-) | Rec. P. M. Locks, Pedro Miguel, C. Z. |
| 703 | ROBINSON, A. L. (12345-) | Land & Title Bldg., Phila., Pa. |
| 704 | ROBINSON, R. R. (234-) | Box 147, Hutchinson, Kans. |
| 705 | ROCHE, P. E. (234-) | Deceased. |
| 706 | ROESSNER, W. E. (2-) | Ysidro, Cal. |
| 707 | ROHDEN, N. (-7) | Balboa Hts. |
| 708 | ROUDABUSH, R. M. (23-) | Acct. Dept., Balboa Hts. |
| 709 | ROUNSEVELL, G. K. (23456-7) | Acct. Dept., Balboa Hts. |
| 710 | ROUSSEAU, H. H. (-67) | 257 Broadway, Troy, N. Y. |
| 711 | ROWE, HARTLEY (123456-7) | Res. Engr. Bldg. Div., Balboa Hts. |
| 712 | ROWLEY, WILLIAM (2-) | 1109 W. 19th St., Des Moines, Iowa. |
| 713 | RUCH, O. J. (3456-7) | Senior Insp. Ancon, C. Z. |
| 714 | RUGGLES, G. H. (1234-56) | Care Ford Bacon & Davis, N. O., La. |
| 715 | RUGGLES, M. V. (-7) | Pedro Miquel. |
| 716 | RUNYAN, DR. R. W. (-7) | Ancon Hospital. |
| 717 | RUSSELL, GENEVEVE (1234-) | Nurse, Ancon Hospital. |
| 718 | RUSSELL, S. C. (6-) | P. O. Insptr., Balboa Hts. |
| 719 | RUSSELL, WM. G. (2345-) | S. S. Engr., Cristobal, C. Z. |
| 720 | RUTLEDGE, R. B. (23456-7) | Health Dept., Ancon, C. Z. |
| 721 | SALA, F. L. (45-67) | Supply Dept., Balboa, C. Z. |
| 722 | SANDS, R. M. (1-) | Dade City, Fla. |
| 723 | SANGER, VICTOR (-67) | Ancon, C. Z. |
| 724 | SARTOR, R. H. (3456-7) | Asst. Engr. P. R. R., Balboa Hts. |
| 725 | SARVEY, W. M. (34-) | Loco. Engr., Balbao, C. Z. |
| 726 | SASSE, D. T. (45-) | Planter, Bouquette, R. de P. |
| 727 | SAWTELLE, H. W. (1-) | **Auburn, Maine. |
| 728 | SCHETS, L. G. (23456-) | Balboa Hts. |
| 729 | SCHILDHAUER, EDW. (456-) | Box 516, Welmington, Del. |
| 730 | SCHWALENBERG, M. A. (456-) | Paraiso, C. Z. |
| 731 | SELBY, F. PAYNE (23-) | 1234 8th St., N. W., Wash., D. C. |
| 732 | SESSIONS, A. C. (123-) | R. F. D. No. 2, Chicago, Ill. |
| 733 | SEXTON, C. B. (2-) | 933 Mission St., San Francisco, Cal. |
| 734 | SHADY, R. C. (12345-6) | Local Buyer, Ancon, C. Z. |
| 735 | SHAW, C. A. (234-) | Cero de Pasco, Peru. |
| 736 | SHEARER, S. G. (56-7) | General Foreman M. D., Balboa Shops. |
| 737 | SHEIBLEY, F. H. (456-7) | Ancon, C. Z. |
| 738 | SHEPARD, F. A. (-67) | 622 White St., Springfield, Mass. |
| 739 | SHIPLEY, WM. F. (1234-) | 1648 North Capital St., Wash., D. C. |
| 740 | SIBERT, GEN. W. L. (345-) | Care War Dept., Wash., D. C. |
| 741 | SICKLER, A. F. (234-) | Gamboa, C. Z. |
| 742 | SIGGINS, MICHAEL (345-) | Ancon, C. Z. |
| 743 | SILER, J. E. (345-) | C. C. Dred'g Div., Paraiso, C. Z. |
| 744 | SILL, F. DEV. (345-67) | Admeasurer of Vessels, P. C., Balboa. |
| 745 | SIMCOCK, E. B. (-7) | Balboa Hts. |
| 746 | SIMKINS, A. B. (3456-) | Condr. P. R. R., Cristobal, C. Z. |
| 747 | SIMMONS, C. O. (12345-67) | 62 osedale Ave., Cleveland, Ohio. |
| 748 | SIMONSON, C. O. (4-) | 1017 Ame St., Albuquerque, N. M. |
| 749 | SIMPSON, S. S. (2-) | Ancon, C. Z. |
| 750 | SIMS, ELI (123-) | Jupiter, Fla. |
| 751 | SINCLAIR, J. M. (123-) | Deceased. |
| 752 | SINE, E. P. (12345-) | Deputy Collector, Cristobal, C. Z. |
| 753 | SINGER, J. S. (2-) | 638 St. Charles St., New Orleans, La. |
| 754 | SISSON, B. F. (12-) | 267 Valentine St., Fall River, Mass. |
| 755 | SLATER, A. A. (2345-) | Dred. Div., Pedro Miguel, C. Z. |
| 756 | SLATTERY, RICHARD (-67) | Corozal, C. Z. |

**Last address on record; mail returned unclaimed.

| No. | Name. | Address. |
|-----|----------------------------|--|
| 757 | SMALLWOOD, T. H. (456-7) | Automobiles, Ancon, C. Z. |
| 758 | SMITH, D. E. (1234-) | Care C. G. Nelands, Tampa, Fla. |
| 759 | SMITH, F. C. (-67) | 536 Clay Ave., Rochester, N. Y. |
| 760 | SMITH, H. C. (4-) | Fulton, Ill. |
| 761 | SMITH H. G. (-67) | Ancon, C. Z. |
| 762 | SMITH, J. C. (8-) | Tuskegee, Ala. |
| 763 | SMITH, J. H., JR. (12-) | Chf. Rec. Bureau, Balboa Hts. |
| 764 | SMITH, J. M. (12345-6) | Forts, Balboa Hts. |
| 765 | SMITH, J. W. (-67) | Rancagua, Chili. |
| 766 | SMITH, LEROY (23456-7) | Foreman, Foundry M. D., Balboa shops. |
| 767 | SMITH, M. A. (-67) | Balboa, C. Z. |
| 768 | SMITH, H. (23-) | Union Bridge, Md. |
| 769 | SNAPP, B. M. (-6) | Foreman, M. D., Balboa Shops. |
| 770 | SNEDAKER, C. C. (345-67) | Super. E. Breakwater, Cristobal, C. Z. |
| 771 | SNEDIKER, R. E. (3456-) | Master Dredge 83, Balboa, C. Z. |
| 772 | SNYDER, A. F. (34-) | Deceased. |
| 773 | SOMMERVILLE, R. (23456-7) | Loco. Engr., Ancon, C. Z. |
| 774 | SONNEMAN, O. F. (1234-) | Comsy. Div., Chistobal, C. Z. |
| 775 | SPALDING, W. J. (23456-7) | Supt. Mun. Engr., Balboa Hts. |
| 776 | SPEICKER, JOHN (234-567) | Balboa Hts. |
| 777 | SPENCER, A. E. (23-) | 385 Valley Road, W. Orange, N. J. |
| 778 | SPENCER, G. E. (456-7) | Pedro Miguel. |
| 779 | SPROUSE, F. P. (23456-) | Ancon, C. Z. |
| 780 | STANTON, F. C. (4-) | Greenville, Miss. |
| 781 | STANTON, J. M. (4-) | Windsor, Ga. |
| 782 | START, A. E. (123456-7) | 2440 J St., San Diego, Cal. |
| 783 | ST. CLAIR, DAN (123-) | Balboa Hts. |
| 784 | STEELE, W. S. (-6) | Auburn, Ala. |
| 785 | STEPHENS, W. E. (12345-6) | Balboa, C. Z. |
| 786 | STEVENS, LETCHER (1234-) | Cristobal, C. Z. |
| 787 | STEVENS, M. B. (23456-7) | Sec'y to Gov., Balboa Hts. |
| 788 | STEVENSON, J. H. (2345-67) | Balboa Hts. |
| 789 | STEWART, WM. S. (34-) | Aurora, Mo. |
| 790 | STEWART, A. B. (345-6) | Patternmaker, Balboa, C. Z. |
| 791 | STEWART, F. F. (1234-) | Cristobal, C. Z. |
| 792 | STEWART, MACOLM (345-67) | Cristobal, C. Z. |
| 793 | STEWART, W. B. (345-) | Paraiso, C. Z. |
| 794 | STOCCHINI, T. F. (23456-) | Balboa Hts. |
| 795 | STODDARD, CHARLES (234-) | **Dane, Fla. |
| 796 | STODDARD, R. J. (23456-7) | Ancon, C. Z. |
| 797 | STOEHR, G. P. (3-) | 1431 College Ave., Terre Haute, Ind. |
| 798 | STOLBERG, E. W. (23-45678) | 430 W. Congress St., Detroit, Mich. |
| 799 | STOLLMACK, A. I. (4-) | Shop Order Clk., M. D., Balboa, C. Z. |
| 800 | STONE, A. K. (23456-7) | Supt. N. Div., G. & N. Ry., Harve, Mont. |
| 801 | STONE, H. J. (45-67) | Boiler Insptr., M. D., Ancon, C. Z. |
| 802 | STORM, W. H. (1234-) | Sabetha, Kansas. |
| 803 | STROBRIDGE, F. L. (34-) | Cristobal, C. Z. |
| 804 | STROCK, W. T. (2-) | Sidney, Va. |
| 805 | STRONG, G. W. (12345-6) | Draftsman, Balboa, C. Z. |
| 806 | STRONG, J. M. (34-) | 5502 Lansdowne Ave., Phila., Pa. |
| 807 | STUBNER, CHAS. (23456-7) | Gatun, C. Z. |
| 808 | STURDIVANT, R. H. (3-) | 61 Falmouth St., Portland, Me. |
| 809 | SWAIN, B. E. (234-) | Paraiso, C. Z. |
| 810 | SWANSON, F. G. (12345-67) | C. C., M. D. & S. T. Soc. of C., Balboa, C. Z. |
| 811 | SWINEHART, C. M. (23-) | Deceased. |
| 812 | TABER, J. A. (234-) | Cristobal, C. Z. |
| 813 | TABOR, C. S. (2345-) | 487 Beach St., Revere, Mass. |
| 814 | TALTY, J. W. (12345-6) | 150 Warren Ave., Boston, Mass. |
| 815 | TANNEHILL, J. W. (2345-) | Norfolk, Nebr., 115 N. 4th St. |

**Last address on record; mail returned unclaimed.

| No. | Name. | Address. |
|-----|--------------------------------|--|
| 816 | TAYLOR, J. W. (-67) | Cristobal, C. Z. |
| 817 | TAYLOR, R. G. (3456-) | Paraiso, C. Z. |
| 821 | TAYLOR, WILLIAM (2345-67) | C. & W. Coal Co., Pittsburgh, Pa. |
| 819 | TAYLOR, W. D. (345-) | Postmaster, Gatun, C. Z. |
| 820 | TEDFORD, W. A. (-6) | Paraiso, C. Z. |
| 821 | TEESE, J. W. (-6) | Cristobal, C. Z. |
| 822 | TENNY, M. W. (12345-) | Holly, Mich. |
| 823 | TEXTOR, H. N. (345-6) | Ancon, C. Z. |
| 824 | THAXTON, C. D. (23-) | Pine Apple Grower, Eldred, Fla. |
| 825 | THOMAS, TREVOR (34-) | 1410 Delaware Ave., New Castle, Pa. |
| 826 | THOMPSON, C. W. (234-) | Balboa, C. Z. |
| 827 | THOMPSON, E. R. (234-) | 332 S. Detroit St., Bellefontaine, Ohio. |
| 828 | THOMPSON, F. Y. (123456-7) | Cristobal, C. Z. |
| 829 | THOMPSON, T. C. (2345-) | 52 Arduban St., New York City. |
| 830 | THOMPSON, W. L. (123-) | Francis Lane, Cincinnati, Ohio. |
| 831 | THOMSON, W. S. (34-) | Kock Springs, Ala. |
| 832 | THORNTON, E. B. (456-) | Agt. P. R. R., Gatun. |
| 833 | TIPTON, G. W. (123456-7) | Sgt. Zone Police, Cristobal, C. Z. |
| 834 | TOBIN, EDWIN (12-) | 262 West 153rd St., New York City. |
| 835 | TOLL, LAWRENCE (-67) | Ancon, C. Z. |
| 836 | TOWNSEND, F. H. (-7) | Police Dept., Balboa, C. Z. |
| 837 | TOWNSEND, L. A. (23-) | 22 No. Randolph St., San Angelo, Texas. |
| 838 | TRASK, H. R. (2345-) | San. Ins., Pedro Miguel, C. Z. |
| 839 | TRAGSDORF, W. E. (2345-) | Supt. of Stables, Cristobal, C. Z. |
| 840 | TRICKER, W. L. (-67) | Dredging Div., Pedro Miguel, C. Z. |
| 841 | TUCKER, J. E. (123-) | 21 Franklin St., Concord, N. H. |
| 842 | TURNER, ANNA R. (1234-) | Nurse, Ancon Hospital. |
| 843 | TURNER, E. G. (234-) | Dredging Div., Pedro Miguel, C. Z. |
| 844 | TURNER, E. K. (23456-7) | Cristobal, C. Z. |
| 845 | TUTTLE, M. J. (56-) | Paraiso, C. Z. |
| 846 | Twedlie, Robt. (456-) | Chf. Engr., U. S. Gamboa, Paraiso, C. Z. |
| 847 | Tysinger, J. D. (123456-) | Supt. B. & B., P. R. R., Balboa Hts. |
| 848 | Urwiller, C. J. (3456-7) | 2440 N. 6th St., Phila., Pa. |
| 849 | VALENTINE, A. J. (4-) | Ancon Hospital, C. Z. |
| 850 | VANNAH, L. C. (-7) | Balboa, C. Z. |
| 851 | VANNAH, W. I. (-7) | Hampden, Heylands, Me. |
| 852 | VANCE, De WITT C. (12-) | 120 W. 22nd St., Camden, N. J. |
| 853 | VANDEBURG, C. L. (23456-7) | Paraiso, C. Z. |
| 854 | VANDENBERG, H. (34-) | 704 Surejoy St., Portland, Ore. |
| 855 | VAN DEVENTER, M. (456-) | Ancon Hospital, C. Z. |
| 856 | VAN FLEET, C. E. (-7) | Cristobal, C. Z. |
| 857 | VAN HARDEVELD, J. A. (23-) | Box 89, Ancon, C. Z. |
| 858 | VAN REED, Mrs J. H. C. (456-7) | Cristobal, C. Z. |
| 859 | VAN ZANT, C. L. (12-) | 968 7th St., San Diego, Cal. |
| 860 | VAN SITTERT, E. H. (-7) | Cristobal, C. Z. |
| 861 | VAUGHN, DR. E. I. (345-) | Siquerres, Costa Rica. |
| 862 | VERNER, S. P. (-7) | Cristobal, C. Z. |
| 863 | VESSELS, MARTHA W. (-7) | Ancon, C. Z. |
| 864 | VIBERG, G. L. (-67) | Pedro Miguel, C. Z. |
| 865 | VICKERY, W. J. (-67) | Cab. Mkr., M. D., Balboa Hts. |
| 866 | VREELAND, E. H. (4-) | 6 Foreman St., Bradford, Pa. |
| 867 | WAHLQUIST, OSCAR (23456-) | Ancon, C. Z. |
| 868 | WALD, E. S. (3456-7) | Trainmaster, P. R. R., Cristobal, C. Z. |
| 869 | WALKER, B. A. (3456-) | Ancon, C. Z. |
| 870 | WALKER, CLEMENT (1-) | 256 King St., Charleston, S. C. |
| 871 | Walker, R. B. (3456-7) | Local Agt., P. R. R., Ancon, C. Z. |
| 872 | WALLING, C. T. (23) | 523, E. Ohio Ave., Muncie, Ind. |
| 873 | WALRAVEN, F. W. (2345-) | Cero de Pasco, Peru. |
| 874 | WALSH, J. J. (45-) | 266 Pine St., Jersey City, N. J. |

*Last address on record; mail returned unclaimed.

| No. | Name. | Address. |
|-----|----------------------------|--|
| 875 | WARDLAW, R. H. (12345-) | Anglo-Am. S. S. Agen. Inc., Cristobal. |
| 876 | WARNER, A. M. (12345-) | Postmaster, Balboa Hts. |
| 877 | WARNER, J. F. (-6) | Corres. Bureau, Balboa Hts. |
| 878 | WARREN, J. C. (1234-) | Deceased. |
| 879 | WARREN, H. P. (12345-) | Asst. Engr. Alasca Engr. Com., Seattle. |
| 880 | WARREN, R. G. (34-) | 6037 Artesian Ave., Chicago, Ill. |
| 881 | WATSON, C. T. (-7) | Balboa Hts. |
| 882 | WATSON, LULU M. (45-) | Balboa Hts. |
| 883 | WATSON, R. R. (3456-7) | Quartemaster, Balboa Hts. |
| 884 | WATTS, G. H. (3456-7) | Box B, Lower Coast, Algiers, La. |
| 885 | WEAVER, E. R. (-7) | Cristobal, C. Z. |
| 886 | WEAVER, J. M. (-7) | Balboa Hts. |
| 887 | WEBER, H. E. (34-) | Grants Pass, Ore. |
| 888 | WEBSTER, J. LEON (234-) | Concord Ave., Hartford, Conn. |
| 889 | WEBSTER, LEWIS (23456-7) | Dipper Dredge Engr., Balboa, C. Z. |
| 890 | WEEMS, M. A. (1-) | 112 Service Bldg., San Francisco, Cal. |
| 891 | WEIDMAN, C. E. (234-) | 319 N. 11th St., Lincoln, Neb. |
| 892 | WEIDMAN, FRANK (23-) | Mt. Carroll, Ill. |
| 893 | WEITZ, WM. H. (23-) | 125 Chatham St., Providence, R. I. |
| 894 | WELLS, G. M. (56-7) | New York City. |
| 895 | WEMPE, MRS. H. J. (2345-) | Balboa Hts. |
| 896 | WENTWORTH, E. A. (2345-) | Cherryfield, Me. |
| 897 | WESTBURG, J. E. (23456-7) | Police Dept, Ancon, C. Z. |
| 898 | WESCOTT, FRED M. 234- | Sta. A E. F. D. 5, Toledo, Ohio. |
| 899 | WESTON, A. F. (3-) | Paraiso, C. Z. |
| 900 | WHALER, J. W. (234-) | Balboa Hts. |
| 901 | WHIPPLE, C. EARL (2345-6) | Hagerstown, Md. |
| 902 | WHITAKER, C. L. (123-) | Pay Office, Balboa Hts. |
| 903 | WHITE, F. D. (2345-6) | Forestville, N. Y. |
| 904 | WHITE, H. J. (45-6) | Machinist, M. D., Balboa, C. Z. |
| 905 | WHITE, JAMES (34-) | Llano, Cal. |
| 906 | WHITE, MARK (234-) | Deceased. |
| 907 | WHITE, S. M. (1234-) | Wash. St. Petersburg, Va. |
| 908 | WHITE, W. J. (12345-) | Los Angeles Co., Covina, Cal. |
| 909 | WHITEHEAD, W. W. (3-) | 118 Fulton St., Boonton, N. J. |
| 910 | WHITLOCK, F. O. (56-) | **City Point, Va. |
| 911 | WHITNEY, G. A. (12345-) | **Loco. Engr., Balboa, C. Z. |
| 912 | WHYTE, W. J. (234-) | Ridgeway Av., St. Cloma W. Orange, N. J. |
| 913 | WILKINS, J. H. (-67) | 1732 Lancaster St., Baltimore, Md. |
| 914 | WILLIAMS, CHAS. (-7) | Balboa, C. Z. |
| 915 | WILLIAMS, C. R. (5-) | Dist. Attorney, Ancon, C. Z. |
| 916 | WILLIAMS, E. J. (23456-) | 120 Broadway, New York City. |
| 917 | WILLIAMSON, J. D. (3456-7) | Agt. P. R. R., Ancon C. Z. |
| 918 | WILSON, F. D. (12345-) | Hydrographer, Balboa Hts. |
| 919 | WILSON, L. E. (12345-67) | 2214 N. Main St., Bridgeport, Conn. |
| 920 | WILSON, C. M. (23-) | Colegate, Md. |
| 921 | WILSON, H. C. (345-) | Port of Havana Docks Co., Havana. |
| 922 | WILSON, P. S. (123456-) | Exec. Ofc., Balboa Hts. |
| 923 | WINDES, W. N. (23-) | Sec'y Pacific Creamery Co., Tempe, Ariz. |
| 924 | WIRZ, C. C. J. (23456-7) | Panama Real Estate, Ancon, C. Z. |
| 925 | WITHROW, R. E. (-6) | Balboa Hts. |
| 926 | WITMER, W. H. (-6) | Boilermaker, Balboa, C. Z. |
| 927 | WOLVERTON, D. R. (2345-) | 2004 Wirht St., Omaha, Neb. |
| 928 | WOODSIDE, JAMES (2345-) | Port Richmond, Statun Island, N. Y. |
| 929 | WOMACK, B. F. (-67) | Con. P. R. R., Balboa, C. Z. |
| 930 | WOOD, B. F. (2-) | Deceased. |
| 931 | WOOD, R. E. (12345-6) | Care Barber Asphalt Co., Phila., Pa. |
| 932 | WOOD WILLIAM M. (12345-6) | Planter, Fiquaboas, Oriente, Cuba. |
| 933 | WOODS, J. T. (123456-) | Condrt. P. R. R. Ancon, C. Z. |
| 934 | WOODSUM, W. C. (23456-7) | Loco. Engr., Balboa, C. Z. |

**Last address on record; mail returned unclaimed.

| No. | Name. | Address. |
|-----|--------------------------|-----------------------------------|
| 935 | WOOLFOLK, T. R. (4-) | Paige, Va. |
| 936 | WRIGHT, D. E. (23456-7) | Mun Engr., Balboa Hts. |
| 937 | WURDEMAN, HERMAN (-67) | Cristobal, C. Z. |
| 938 | WYNNE, JOSEPH (123456-7) | Timekeeping Bureau, Balboa Hts. |
| 939 | YOCUM, B. T. (4-) | 1014 Lanvale St., Baltimore, Md. |
| 940 | YOUNG, J. R. (3456-7) | 28 N. 9th Ave., Mt. Vernon, N. Y. |
| 941 | Young, T. H. (2345-) | Balboa Hts. |
| 942 | ZINN, A. S. (23456-) | Ancon, C. Z. |

Note:—Figures following names in the above and preceding the dash (-) indicate years for which dues were paid to former Secretaries and Treasurers of the Society. Figures following the dash (-) indicate years for which membership dues have been remitted to me and total should agree with the membership receipts shown in financial report.

II. Others who Earned Roosevelt Medal and at Least Two Bars.

| | | | |
|----|---|----|---|
| 1 | ABENDROTH, W. G. Pedro Miguel, C. Z. | 20 | AUSTIN, L. D. Balboa Heights, C. Z. |
| 2 | ABERNATHY, S. C. Monte Lirio, C. Z. | 21 | AVERY, A. B. Deceased. |
| 3 | ALBERT, J. L. Gatun, C. Z. | 22 | AZNOE, J. L. 724 Magnolia St., Toledo, O. |
| 4 | ALBERT, J. T. Balboa Fire Station. | 23 | BAILEY, C. C. Balboa Heights, C. Z. |
| 5 | ALBIN, WALTER. Ancon, C. Z. | 24 | BAIN, W. H. **Englewood, Ill. |
| 6 | ALEXANDER, A. E. 904 Montague Av Chatta'ga, Tn. | 25 | BAKER, F. M. Chester, Pa. |
| 7 | ALEXANDER, B. B. Balboa Heights, C. Z. | 26 | BAKER, P. G. 24 State St., New York City. |
| 8 | ALEXANDER, E. E. 831 Stephenson Av, Iron Mountain, Michigan. | 27 | BALDWIN, R. P. **Term. Sonst., Balboa, C. Z. |
| 9 | ALLEN, F. W. Balboa, C. Z. | 28 | BALLEW, T. Cristobal, C. Z. |
| 10 | ALLYN, J. C. Corozal, C. Z. | 29 | BARGERSTOCK, ORD. Dubois, Pa. |
| 11 | ANDERSON, A. Las Cascadas, C. Z. | 30 | BARKLEY, J. M. Balboa, C. Z. |
| 12 | ANDERSON, F. H. 721 Clyde Av., Chicago, Ill. | 31 | BARNEY, J. E. Ancon, C. Z. |
| 13 | ANDERSON, F. G. 407 15th St., New Brighton, Pa. | 32 | BARNINGHAM, J. W. Cristobal, C. Z. |
| 14 | ANGEL, JOSEPH. 909 Fulton St., S. E. Minn., Minn. | 33 | BARRAT, J. G. Rd. 2, Bx. 143, Ludlow, Mass. |
| 15 | ARBUCKLE, E. R. **R. F. D. No. 1, Palms, Cal. | 34 | BARROWS, C. B. Cristobal, C. Z. |
| 16 | ARCHER, C. F. R. R. No. 2, Miami, Fla. | 35 | BARTH, F. G. Balboa Heights, C. Z. |
| 17 | ARDEN, OLIVER. Dredg. Div., Paraiso, C. Z. | 36 | BARTHOLOMEW, ANNIE M. Ancon, C. Z. |
| 18 | ARENA, ANTONIO. 235 Union Av., Mariners Harbor, N. Y. | 37 | BARTLETT, E. C. 6711 Quimby Av., Cleveland, O. |
| 19 | ASH, E. H. Balboa, C. Z. | 38 | BARTON, R. C. Crane Hercules, Paraiso, C. Z. |
| | | 39 | BATES, J. P. 1607 Hayes St., Nashville, Tenn. |

**Last address on record; mail returned unclaimed.

- 40 BEACH, F. A.
Box 362, Mohawk, New York.
- 41 BEATTIE J. MACKLIN.
Ancon, C. Z.
- 42 BECK, EDGAR P.
Balboa Heights, C. Z.
- 43 BELL, FLORENCE.
Accord, N. Y.
- 44 BENNYHOFF, W. F.
534 Newton Av., N. Minn. Minn.
- 45 BENSON, M.
Brookfield, Mass.
- 46 BENTLEY, E. A.
3217 St. Thomas St., N. Orleans.
- 47 BERNSON, JAKE.
Balboa Heights, C. Z.
- 48 BEVINGTON, H. W.
540 Wright St., Akron, O.
- 49 BIELEP, CARL.
185 Smith St., Brooklyn, N. Y.
- 50 BIRNIE, J.
1803 W. Balti. St., Baltimore. Md
- 51 BISHOP, J. B.
Hotel Wellington, 7th Av. and
55th St., New York City.
- 52 BISHOP, W. J.
Marfa, Pracido Co., Texas.
- 53 BITLEY, E. L.
Adrian, Mich.
- 54 BLACKHURST, J.
845 Lyman St., Callinwood, O.
- 55 BLAISDELL, J.
27 High St., Bradford, Pa.
- 56 BLEAKLEY, C. L.
Balboa Heights, C. Z.
- 57 BLENKINSOP, L.
575 10th St., Brooklyn, N. Y.
- 58 BLISS, G. H.
Paraiso, C. Z.
- 59 BOGGS, E. M.
Paraiso, C. Z.
- 60 BOHNHORST, W. H.
Balboa, C. Z.
- 61 BONALLI, P.
Ht. Sprs., Ark., 210 State St.
- 62 BOONE, E. L.
Brasheas, Mo.
- 63 BOOZ, THOS. H.
Balboa, C. Z.
- 64 BORG, H.
Ancon, C. Z.
- 65 BOSSE, H. T.
Balboa Heights, C. Z.
- 66 ROUTTY, J. J.
Cristobal, C. Z.
- 67 BOWERS, H. C.
Balboa, C. Z.
- 68 BOYER, C. S.
Balboa, C. Z.
- 69 BRADLEY, W. E.
Balboa, C. Z.
- 70 BRANDT, D. W.
Cristobal, C. Z.
- 71 BRENNEMAN, W. O.
Ancon, C. Z.
- 72 BRENNAN, T. H.
48 Chestnut St., Bradford, Pa.
- 73 BRIDGES, J. J.
Balboa, C. Z.
- 74 BRIGNAC, G. D.
Cristobal, C. Z.
- 75 BROOKS, HERBERT.
Box 11, Corozal, C. Z.
- 76 BROWN, D. C.
Ossipa Rd. W. Sommerville M'ss
- 77 BROWN, ELIZABETH C.
107 Cruger St., Bath, N. Y.
- 78 BROWN, E. F.
Balboa, C. Z.
- 79 BROWN, F. M.
Gatun, C. Z.
- 80 BROWN, JOHN R.
Unita, Wyoming.
- 81 BROWN, J. R.
Waelder, Texas, Box 195.
- 82 BROWN, P. B.
31 Bodine Uv., Philadelphia, Pa.
- 83 BROWN, W. T.
Hull, Alabama.
- 84 BRUCK, H. W.
97 E. Dodridge St., Columbus. O.
- 85 BRUNDAGE, F. H.
Corning, Cal.
- 86 BRUNNER, J. H.
Balboa, C. Z.
- 87 BRYAN, C. L.
Balboa Heights, C. Z.
- 88 BRYAN, S. H.
Boulevard, Cal.
- 89 BUCKHOLDT, J. A.
2117 4th St., N. E., Washington,
D. C.
- 90 BUCKLIN, E. W.
Tuscon, Ariz.
- 91 BURCH, J. L.
Gatun, C. Z.
- 92 BURNS, R. P.
55 Murray St., Rochester, N. Y.
- 93 BURRELL, H. L.
160 Warren St., Columbus, O.
- 94 BURRELL, J. A.
5514 Emerald Av., Chicago, Ill.
- 95 BURROW, B. C.
Balboa, C. Z.
- 96 BUSHMANN, H.
Mech. Div., Ancon, C. Z.
- 97 BUTERBAUGH, F.
Omaha, Neb., Gen. Del.
- 98 BUTLER, J. S.
Balboa, C. Z.
- 99 BUTZ, L.
Balboa, C. Z.

- 100 BYRAM, F. B.
**Balboa, C. Z.
- 101 BYRNE, M. J.
Balboa, C. Z.
- 102 BYRNES, L. A.
Balboa, C. Z.
- 103 CAHILL, J.
645 Napier Av., Woodhaven N.Y.
- 104 CALDWELL, G. A.
Deceased.
- 105 CALKINS, C. E.
Morris Park, Long Island, N. Y.
- 106 CALLAHAN, W. J.
Ancon, C. Z.
- 107 CALLIZO, J.
St. Helena, Cal.
- 108 CALLOWAY, L. C.
Gatun, C. Z.
- 109 CALTHIRST, P.
Balboa, C. Z.
- 110 CAMPBELL, C. R.
Balboa, C. Z.
- 111 CAMPBELL, GEO.
Ancon, C. Z.
- 112 CAMPBELL, J. J.
1725 Hedgewick Ave., Morris
Heights, N. Y.
- 113 CAMPION, R. G.
Gen. Del., Seattle, Wash.
- 114 CARLOW, W. H.
Balboa Heights, C. Z.
- 115 CAROLLO, F. F.
35 Highland, Tanson, Mass.
- 116 CARPPROW, J. M.
Ancon, C. Z.
- 117 CARR, MERLE H.
3963 Washington Boulevard,
St. Louis, Mo.
- 118 CARROLL, J. M.
173 Murray St., Binghampton,
New York.
- 119 CARSWELL, L. C.
3499 Tower Av., K. City, Mo.
- 120 CASH, J. H.
Demorest, Ga., Gen. Del.
- 121 CASSIDY, J. O'C.
Fernandina, Fla.
- 122 CASPER, JAS. P.
Cristobal, C. Z.
- 123 CATE, C. I.
Balboa, C. Z.
- 124 CATON, A. T.
Balboa, C. Z.
- 125 CATTO, J. F.
Deceased.
- 126 CECIL, C.
Balboa, C. Z.
- 127 CHAMBERS, J. L.
Ancon, C. Z.
- 128 CHANDLER, E. H.
Cristobal, C. Z.
- 129 CHELF, F. M.
Balboa, C. Z.
- 130 CHENEY, J. W.
Maracaibo, Venezuela.
- 131 CHIDESTER, W. S.
Mechanicsburg, O.
- 132 CHRIST, J. S.
Ancon, C. Z.
- 133 CHRISTIANSEN, J.
Balboa, C. Z.
- 134 CHURCH, S.
Ancon, C. Z.
- 135 CLAIRAIN, L. J.
**Balboa, C. Z.
- 136 CLARDY, A. B.
Balboa, C. Z.
- 137 CLARK, E. B.
Fresno, Cal.
- 138 CLARK, F. T.
Wabash, Ind.
- 139 CLARK, F. P.
331 Wash. St., Medina. O.
- 140 CLARK, G.
Balboa, C. Z.
- 141 CLARK, J. A.
Paraiso, C. Z.
- 142 CLARK, L. A.
Balboa Heights, C. Z.
- 143 CLEAR, T. L.
Balboa Heights, C. Z.
- 144 CLEMENTS, W. T.
Balboa, C. Z.
- 145 CLERK, O. M.
Gatun, C. Z.
- 146 CLIFTON, D. W.
Ancon, C. Z.
- 147 CLIFTON, R. B.
Fort Smith, Ark.
- 148 CODY, M. J.
Balboa, C. Z.
- 149 COLLER, G. W., JR.
318 Ielasco St., Houston. Tex.
- 150 COLLINS, H. A.
Balboa, C. Z.
- 151 COLLINS, H. S.
Balboa, C. Z.
- 152 CONELL, T.
Ancon, C. Z.
- 153 CONLAN, A. B.
43 Rochester St., Bradford, Pa.
- 154 CONLEY, W. H.
Balboa, C. Z.
- 155 CONLEY, R. S.
Balboa, C. Z.
- 156 CONLIN, C.
Bedford, Pa.
- 157 CONNELL, C.
303 Hayne St., Rochester, N. Y.
- 158 CONNER, J.
Cristobal, C. Z.

**Last address on record; but mail returned unclaimed.

- 159 CONNER, L. J.
Balboa, C. Z.
- 160 CONNER, R.
34 Cooper St., Atlanta, Ga.
- 161 CONNOR, E. B.
Managua, Nicaragua.
- 162 CONNOR, R. C., DR.
Ancon, C. Z.
- 163 CONOVER, H. H.
Balboa, C. Z.
- 164 CONRAD, H.
Balboa, C. Z.
- 165 COOK, J. R.
423 Salema St., E. E., Pittsburg,
Penn.
- 166 COOK, R. W.
2620 Waughtean St., Winston-
Salem, N. C.
- 167 COOPER, A.
Balboa, C. Z.
- 168 COOPER, H. B.
Cristobal, C. Z.
- 169 COOPER, J. B.
Tampa, Fla.
- 170 COOPER, J. C.
Trenton, Mo.
- 171 COPELAND, W. P.
Balboa Heights, C. Z.
- 172 CORNWELL, V. T.
Balboa, C. Z.
- 173 COVELESKI, J. P.
Balboa, C. Z.
- 174 COYNE, J. F.
Chrystys Lake, Ont., Canada.
- 175 CRAIG, R. F.
Deceased.
- 176 CRAWFORD, W. H.
Balboa, C. Z.
- 177 CROOKS, G. C.
600 Laure Ave., St. Paul, Minn.
- 178 CROUCH, W. E.
Cristobal, C. Z.
- 179 CUCUEL, L. M.
Cristobal, C. Z.
- 180 CULBERTSON, W.
Colon, R. P.
- 181 CUMMINGS, M. J.
74 Hugh St., Bradford, Pa.
- 182 CUNNINGHAM, H. C.
Balboa Heights, C. Z.
- 183 CUOCO, N. J.
344 E. 120th St., N. Y. City.
- 184 COURNEY, F. R.
1924 Eddy St., Chicago, Ill.
- 185 CURTIS, A. S.
Paraiso, C. Z.
- 186 CURTIS, K. P.
Ancon, C. Z.
- 187 CUSHMAN, C. T.
24 State St., New York.
- 188 CUTLER, R.
West Mystic, Conn.
- 189 DALEEN, C. J.
Deceased.
- 190 DANIELS, W. L.
Balboa, C. Z.
- 191 DARLING, GEO.
Balboa, C. Z.
- 192 DARLING, S. T.
43 Clifton Pl., Jer. City, N. J.
- 193 DAVENPORT, R. H.
Balboa, C. Z.
- 194 DAVIES, J. L.
640 Bell Av., Carnegie, Pa.
- 195 DAVIES, T. J.
Box 112, Trumansburg, N. Y.
- 196 DAVIS, C. E.
Balboa, C. Z.
- 197 DAVIS, F. F.
Las Cascadas, C. Z.
- 198 DAVIS, G. H.
Ancon, C. Z.
- 199 DAVIS, H. W.
Oswego, Tioga Co., N. Y.
- 200 DAVIS, JOHN.
Balboa, C. Z.
- 201 DAVIS, J. M.
Pedro Miguel, C. Z.
- 202 DAVIS, J. W.
Wallace, Idaho.
- 203 DAWSON, G. H.
82 Forest St., Rutland, Vt.
- 204 DAY, F. E.
Colusa, Cal.
- 205 DAYS, J. M.
Paraiso, C. Z.
- 206 DEAVOURS, J. C.
Gatun, C. Z.
- 207 DECKER, C. W.
Johnsonburg, Pa.
- 208 DECKER, J. H.
**516 4th St., New York City.
- 209 DEEDS, E. F.
McCracken, Mo.
- 210 DEER, E. M.
R. R. 1, Franklin, Ind.
- 211 DeLAVANDEYRA, JOSE
Balboa Heights, C. Z.
- 212 DeMOLL, T. G.
12th and G St., N. W., Wash.
- 213 DEW, M.
51 S. 7th St., Zanesville, O.
- 214 DEYO, D. B.
R. D. 1, Guilford, N. Y.
- 215 DOBY, W. F.
U. S. P. H. S., San Jose, Cal.
- 216 DOMBROWSKY, A.
Balboa, C. Z.
- 217 DONNELLY, E. A.
12 Willow St., Oswego, N. Y.

**Last address on record; but mail returned unclaimed.

- 218 DONNELLY, D. R.
Balboa Heights, C. Z.
- 219 DONOVAN, S.
Balboa, C. Z.
- 220 DORN, W. F.
1725 38th Av., Oakland, Cal.
- 221 DORSEY, W.
4309 Hunt Av., St. Louis, Mo.
- 222 DORSON, F.
Balboa, C. Z.
- 223 DOWD, S. H.
Washington, D. C.
- 224 DOYLE, A.
Cristobal, C. Z.
- 225 DOYLE, F. A.
1214 26th St., Sacramento, Cal.
- 226 DOYLE, J.
259 W. Church St., Marion, O.
- 227 DOYLE, J. B.
Balboa, C. Z.
- 228 DOYLE, J. P.
Box 753, Miami, Fla.
- 229 Dozier, W. T.
916 3d Av., Seattle, Wash.
- 230 DRAUGHON, R. L.
16 Rockland Av Roxbury, Mass.
- 231 Drennan, J. A.
Balboa Heights, C. Z.
- 232 DRIVER, J. B.
520 Haller St., Lima, O.
- 233 DRYDEN, G. A.
Balboa Heights, C. Z.
- 234 DU BOIS, L. E.
Balboa Heights, C. Z.
- 235 DUBOIS, WM.
Balboa Heights, C. Z.
- 236 DUFFY, A. H.
Toms River, N. J., Box 103.
- 237 DULANEY T.
Paducah, Ky.
- 238 DUNCAN, A.
Ancon, C. Z.
- 239 DUNCAN, R. H.
138 New St., Petersburg, Va.
- 240 DURAND, L. A.
Westfield, N. Y.
- 241 DURNING, W. J.
193 W Broadway, Louisville, K
- 242 DYER, E. J.
48 Guilford St., Buffalo, N. Y.
- 243 EBDON, T. J.
Houston, Texas.
- 244 ECK, JOHN
Ancon, C. Z.
- 245 EDMONDSON, A.
103 Dewey Ave., Buafflo, N. Y.
- 246 EDWARDS, G. S.
Balboa Heights, C. Z.
- 247 EGAN, J. F.
Paraiso, C. Z.
- 248 Ellenwood, W. E.
Balboa, C. Z.
- 249 EMORY E. L.
Balboa, C. Z.
- 250 ENGBERSEN L. B.
Balboa, C. Z.
- 251 EPPLEY, C. D.
Pedro Miguel, C. Z.
- 252 ERDMAN, D. J.
Balboa Heights C. Z.
- 253 ERDMAN, R. S.
Balboa Heights, C. Z.
- 254 ERICKSON A. E.
Upton, Mass.
- 255 ERICSON, J. A.
Cristobal C. Z.
- 256 ERNST, W. A.
Minersville, Pa.
- 257 ERWIN, W. G.
Ancon, C. Z.
- 258 ESSEX, W. S.
Balboa Heights, C. Z.
- 259 EVANS, A. K.
Ancon, C. Z.
- 260 EVANS, DR. F. M.
*Balboa, C. Z.
- 261 EVANS, G. H.
Paraiso, C. Z.
- 262 EVANS, J. A.
Balboa, C. Z.
- 263 EVANS, L. C.
Paraiso, C. Z.
- 264 EVANS, L. P.
Ancon, C. Z.
- 265 EVANS, P.
Paraiso, C. Z.
- 266 EVANS, W. A.
Cristobal, C. Z.
- 267 EWING, H. L.
Glenville, W. Va.
- 268 EWING, J. G.
Paraiso, C. Z.
- 269 FALK, L.
Cristobal, C. Z.
- 270 WALKNER, J. R.
Balboa, C. Z.
- 271 FARMER, L. H.
Bocas del Toro, R. P.
- 279 FARRAR, O. S.
Hotel Dupoint, City Point, Va.
- 273 FARRELL, F. F.
Deceased.
- 274 FARROW, W. E.
U. S. P. O., Savannah, Ga.
- 275 FECHTIG, A. C.
Balboa Heights C. Z.
- 276 FEIN, J. W.
Little Rock, Ark.
- 277 FENSTERMACHER, EDW.
Pelham, N. Y.

**Last address on record; but mail returned unclaimed.

- 278 FERNANDEZ, A.
Paraisco, C. Z.
- 279 FERNSTROM, T. O.
Balboa, C. Z.
- 280 FETTERS, WM.
41 Mutual St., Dayton, Ohio.
- 281 FINK, J.
Balboa, C. Z.
- 282 FITZPATRICK, C. C.
Homestead, Fla.
- 283 FITZPATRICK, F.
Balboa Heights, C. Z.
- 284 FLAHERTY M
159 W Wash St., Bradford, Pa.
- 285 FLETCHER, C. G.
Balboa Heights, C. Z.
- 286 FLINT, F. B.
Miami, Fla.
- 283 FLUHARTY, E. E.
Balboa Heights, C. Z.
- 288 FLYNN, J. H., JR.
New York City.
- 289 FOGLE, R.
07 S. McD. St., Mont'ery, Ala.
- 290 FOLCEY, A. E.
Cristobal, C. Z.
- 291 FOLCEY, A. E.
38 E. Walt. St., Muskegon, Mich.
- 292 FOMAN H. L.
538 Millard Av., Chicago, Ill.
- 293 FORD, W. G.
Balboa Heights, C. Z.
- 294 FORS, D.
Balboa, C. Z.
- 295 FOSTER, C. M.
Ancon, C. Z.
- 296 FOSTER, F.
Smithville, Texas.
- 297 FOSTER, J.
492 W. 136th St., N. Y. City.
- 298 FOUST S. M.
Fort St. Philip, La.
- 299 FOWLER, F. W.
2326 Federal St., Baltimore, Md.
- 300 FOX, WM.
Pittsburg, Pa., Genl. Del.
- 301 FRAHN, A.
3735 Janson Ave., Chicago, Ill.
- 302 FRANCIS, J. W.
890 Beach St., St. Paul, Minn.
- 303 FRANK, GUS.
Ancon, C. Z.
- 304 FRASER, A. M.
Cristobal, C. Z.
- 305 FREDERIKSEN, F. P.
Cristobal, C. Z.
- 306 FREEDMAN, S. D.
Balboa Heights, C. Z.
- 307 FREELAND, W. K.
78 Littleton Ave., Newark, N. J.
- 308 FRENCH, A. W.
Ancon, C. Z.
- 309 FULLINWIDER, R. A.
**Balboa, C. Z.
- 310 FULTON, E. E.
Cristobal, C. Z.
- 311 GABLER, A.
911 Richard St., Dayton, O.
- 312 GAGE, GENEVIEVE
Balboa, C. Z.
- 313 GAILLARD, D. DUB, COL..
Deceased.
- 314 GALYON, C. L.
904 E. Card. St., Knoxville, Tenn.
- 315 GARVER, J. A.
Balboa, C. Z.
- 316 GARVIN, J. M.
Hibbetts, O.
- 317 GASKILL, B. E.
1190 Main St., Meadville, Pa.
- 318 GATES, I. N.
Acton, Mass.
- 325 GAYER, W. C.
406 Summer St., Akron, O.
- 320 GAYLE, E. D.
1112 N. Y. Av., N. W., Wash.
- 321 GANAC, D. J.
Ancon, C. Z.
- 322 GIAVELLI, L. W.
Balboa, C. Z.
- 323 GIBBS, B.
Ancon, C. Z.
- 324 GIBSON, J.
Cristobal, C. Z.
- 325 GIBSON, W. C.
Petoskey, Mich.
- 326 GILBERT G. O.
Ancon, C. Z.
- 327 GILMARTIN, C. A.
**Cristobal, C. Z.
- 328 GILMORE, J. E.
Ancon, C. Z.
- 329 GOEMAN, C. I.
Hood River, Ore., R. F. D. No. 4.
- 330 GOLDEN, J. A.
Balboa, C. Z.
- 331 GOODFELLOW, R. C.
Cristobal, C. Z.
- 332 GOULD, M. L.
Searcy, Ark.
- 333 GOULSTONE, A. J.
**Ancon, C. Z.
- 334 GOWAN, W. R.
Balboa, C. Z.
- 335 GRAFF, GEORGE V.
Balboa Heights.
- 336 GRAHAM, JOHN
Balboa, C. Z.
- 337 GRANBERRY, O. E.
Balboa Heights.

**Last address on record; but mail returned unclaimed.

- 338 GRANGER, R.
Bogota, Columbia.
- 339 GRANT, H. P.
Vicks., Miss., Cr. A. & V. Ry. Co.
- 340 GRANT KYERN
Ancon, C. Z.
- 341 GRANT, L. P.
844 Balom St., Boston, Mass.
- 342 GRANT, WARD E.
**Englewood, Cal.
- 343 GRANT, W. H.
103 S. 21st St., Louisville, Ky.
- 344 GRANT WILLIAM S.
507 Crescent St., Louisville, Ky.
- 345 GRASLEY LOUIS M.
Cristobal, C. Z.
- 346 GRAY JOHN
Ancon, C. Z.
- 347 GREAME, ANDREW
R. F. D. 1, Clarke Summit, Pa.
- 348 GREENE, J. L.
Balboa, C. Z.
- 349 GREENE, J. W.
Alexander, Ark.
- 350 GREENE, W. L.
Pedro Miguel, C. Z.
- 351 GREENING, P.
Cristobal, C. Z.
- 352 GREEMAN N E.
North East, Pa.
- 353 GRIBBON H. C.
Pedro Miguel, C. Z.
- 354 GRIER, B. R.
Gatun, C. Z.
- 355 GRIER, C. T.
Corozal, C. Z.
- 356 GRIESINGER, C.
Cristobal, C. Z.
- 357 GRIFFIN, J. J.
Ancon, C. Z.
- 358 GRILEY, G. L.
3299 Broadwell A., Cincinnati, O.
- 359 GRILEY, M. A.
3299 Broadwell A., Cincinnati, O.
- 360 GRIMSON, T. I.
Gatun, C. Z.
- 361 GROSS, T. J.
Pedro Miguel, C. Z.
- 362 GROUT, F. E.
Ancon, C. Z.
- 363 GRUNDY, C. P.
Pittsburg, Pa.
- 364 GRUVER, FLEETWOOD.
Nashville, Tenn
- 365 GUINTHER, J. H.
Mt. Carroll, Ill.
- 366 GWARTNEY, D. C.
Balboa, C. Z.
- 367 HAAG, H. A.
Anchorage, Alaska.
- 368 HACKETT, B. J.
**Balboa Heights.
- 369 HAGAN, JOHN
Deceased.
- 370 HAGAN, J. M.
San Martin, Cal.
- 371 HAGERTY, J.
Carbondale, Pa.
- 372 HAHN, J. G.
Mt. Airy, Md.
- 373 HALE, D. J.
Terre Haute, Ind.
- 374 HALL, D. E.
3749 Hazel Av., S. Norwood, O.
- 375 HALL, Q. A.
718 Pioneer Bld., St. Paul, Minn.
- 376 HALL, R.
Warsaw, Va.
- 377 HALL, WM P
445 W. 48th St., N. Y. City.
- 378 HALL, WM. H
1113 M. St., N. W., Wash., D. C.
- 379 HALLETT, C. L.
6042 La Salle St., Chicago, Ill.
- 380 HAMILTON ALANSON
709 Scott St., Covington, Ky.
- 381 HANFF, W. B.
New Bern, N. C.
- 382 HANNA, J. S.
R. F. D. 6, Bridgeton, N. J.
- 383 HANRAHAN, T. J.
Pedro Miguel, C. Z.
- 384 HARDING, J. L.
Ancon, C. Z.
- 385 HARDY ERNEST
**Balboa, C. Z.
- 386 HARKINS, H. J.
698 Wilms St., N. London, Cin.
- 387 HARRISON, WILLIAM.
682 65th St., Brooklyn, N. Y.
- 388 HARRY, S. B.
1269 N. Church St., Decatur, Ill.
- 389 HART, R. W.
1307 Rucker Av., Everett, Wash.
- 390 HARTWIG, A. H.
457 Hill St., San Francisco, Cal.
- 391 HASKINS, W. C.
Cristobal, C. Z.
- 392 HAUSSLER, ERNEST
Balboa, C. Z.
- 393 HAYES, C. G.
R. F. D. 3, Montoursville, Pa.
- 394 HAYES, E. E.
710 Madison Av., Toledo, O.
- 395 HAYES, F. C.
Cristobal C. Z.
- 396 HAYES, O. E.
Colusa, Cal.
- 397 HAYWOOD, H. A.
Brookland, D. C.

**Last address on record; but mail returned unclaimed.

- 398 HEALEY, E. B.
Ancon, C. Z.
- 399 HEARNE, C. A.
Cristobal, C. Z.
- 400 HECKMAN, H. L.
Balboa, C. Z.
- 401 HECKMAN, J. H.
St. Louis, Mo.
- 402 HEEB, EMIL.
Balboa, C. Z.
- 403 HELM, PETER
24 Rochester St., Bradford, Pa.
- 404 HELMERICH, OTTO
Paraiso, C. Z.
- 405 HELMS, J. L.
Ancon, C. Z.
- 406 HENDERSON P. H.
Balboa, C. Z.
- 407 HEPLER, J. M.
**Balboa, C. Z.
- 408 HERZ, MAX
Balboa Heights, C. Z.
- 409 HERZ, SIMON
**522 East 88th St., N. Y. C.
- 410 HESLIN, T. E.
- 411 HESS, C. R.
9015 Jefferson St., Warsaw, Ind.
- 412 HIGGINS, J. H.
511 Wolf St., Philadelphia, Pa.
- 413 HILE, G. H.
Bradford, Pa.
- 414 HILL, C. H., JR.
Medellin Antigua, Colombia, S.A.
- 415 HILL, C. W.
Post Office Dept., Wash. D. C.
- 416 HILL, D. B.
Ancon, C. Z.
- 417 HILL, I. G.
**4509 6th Av., Brooklyn, N. Y.
- 418 HILL, U. L.
Deceased.
- 419 HILTON, A. C.
**Balboa, C. Z.
- 420 HINES, WM. P.
1414 Commonwealth Av., Bronx,
New York City.
- 421 HOADLEY, E. D.
65 Farman St., Bradford, Pa.
- 422 HODGES, H. F.
Washington, D. C.
- 423 Hoffman, A. C.
Deceased.
- 424 HOFFMAN, C. D.
701 N. Cleveland Av., Canton, O.
- 425 HOFFMAN, C. H.
Paraiso, C. Z.
- 426 HOFFMAN, J. L.
Balboa, C. Z.
- 427 HOLCOMB, W. H.
Stanton, Mich.
- 428 HOLDEN, V. A.
Ancon, C. Z.
- 429 HOLLAND, W. D.
135 U. St., N. W., Wash., D. C.
- 430 HOLLEMAN M. S.
Balboa, C. Z.
- 431 HOLLOWELL, COOPER
Balboa, C. Z.
- 432 HOLMES, W. J.
401 Buckeye St., Pasadena, Cal.
- 433 HOLZAPFEL, A. F.
Balboa, C. Z.
- 434 HOOKER, G. H.
Utica, Mo.
- 435 HOPKINS, R. E.
Cristobal, C. Z.
- 436 HORN, W. S.
Paraiso, C. Z.
- 437 HORTENSTINE, J. W.
Guantanamo, Cuba.
- 438 HORTON, A.
Deceased.
- 439 HOUSEL, W. H.
Cristobal, C. Z.
- 440 HOUSTON, R. S.
Gatun, C. Z.
- 441 HOWELL, ROBT.
17st Louis Av., St. Augustine,
Fla.
- 442 HOYT, C.
Ancon, C. Z.
- 443 HUCK, FRANCIS E. JR.
Cristobal, C. Z.
- 444 HUDSON, H. H.
Balboa, Heights, C. Z.
- 445 HUFF, F. L.
Pardee, Ont., Canada.
- 446 HUFF, M. B.
Balboa Heights, C. Z.
- 447 HUFFMAN, E. W.
**Balboa, C. Z.
- 448 HUGHES, C. R.
Frederick, Md.
- 449 HUGHLINGS, S. P.
Cristobal, C. Z.
- 450 HULL, R. H.
Paraiso, C. Z.
- 451 HUMPHREY, W. J.
Minneapolis, Minn.
- 452 HUNDERLACH, E. A.
Stuart, Fla.
- 453 HUNT, M. H. B.
S. Seabury, Mass.
- 454 HUNTER, A. A.
Balboa, C. Z.
- 455 HUREY, D. W.
Paraiso, C. Z.
- 456 HUSON, C. J.
Balboa Heights, C. Z.
- 457 HUTTON, S.
Balboa, C. Z.

**Last address on record; but mail returned unclaimed.

- 468 HYDE, W. H.
Balboa, C. Z.
- 469 IVES, J. R.
Florence, S. C.
- 460 JACK, G. H.
**Balboa, C. Z.
- 461 JAMES, C.
62 Main St., Hendrysburg, O.
- 462 JAMES, R. E.
**Balboa, C. Z.
- 463 JANSEN, C. J.
Balboa, C. Z.
- 464 JARBOE, J. M.
Kennewick, Wash.
- 465 JARRELL, C. D.
505 Price St., Marshall, Texas.
- 466 JEFFRIES, P. M.
**Balboa Heights, C. Z.
- 467 JENKINS, G. L.
2108 S. Franklin St., N. O., La.
- 468 JENNINGS, C. E.
Malboro, Mass.
- 469 JERRY, E. N.
Pedro Miguel, C. Z.
- 470 JOHNSON, AUGUST.
**Balboa, C. Z.
- 471 JOHNSON, C. F.
**Balboa, C. Z.
- 472 JOHNSON, G. A.
1305 Guadalupe St., Austin, Tex.
- 473 JOHNSON, H. E.
276 Wash. St., S. Groveland.
Mass.
- 474 JOHNSON, N. M.
Middletown, Conn.
- 475 JOHNSON, PETER.
Balboa Heights, C. Z.
- 476 JONES, C. G.
Ship Creek, Alaska.
- 477 JONES, SAM.
Deceased.
- 478 JORDAN, W. B.
Balboa, C. Z.
- 479 KEEFER, P. B.
Balboa, C. Z.
- 480 KEENE, R. F.
Cristobal, C. Z.
- 481 KELLY, J. F.
Ancon, C. Z.
- 482 KELLY, M. J.
1122 Sycamore St., Lou'ville, Ky.
- 483 KELTZ, E. J.
13 Rochester St., Bradford, Pa.
- 484 KEMP, J. W.
Balboa, C. Z.
- 485 KENNEY, DANIEL.
1529 W. 3rd St., Davenport, Ia.
- 486 KENNEDY, E. J.
708 Cardondelet St., N. O., La.
- 487 KENT, T. L.
Scottsville, Va.
- 488 KERRUISH, WM. L.
Cristobal, C. Z.
- 489 KILLEEN, P. J.
1810 Hoffman St., Phil., Pa.
- 490 KIMBALL, G. W.
1200 Princess St., Alexandria.
Va.
- 491 KIMBALL, M. J.
Balboa Heights, C. Z.
- 492 KIMBERLY, W. T.
Pedro Miguel, C. Z.
- 493 KING, C. R.
139 Gay St., Columbus, O.
- 494 KING, J. O.
Mocksville, N. C.
- 495 KING, M. P.
Tampa, Fla.
- 496 KING, R. A.
448 Bush St., San Francisco, Cal.
- 497 KINGSBURY, A. H.
Cristobal, C. Z.
- 498 KINSMAN, F.
Empire, C. Z.
- 499 KIRCHNER, CHRIS.
531 E. Marion St., Lancaster, Pa.
- 500 KIRK, J. S.
Balboa, C. Z.
- 501 KLEIN, G. M.
Vicksburg, Miss.
- 502 KNIGHT, WM. O.
Balboa Heights, C. Z.
- 503 KOSIER, R. S.
55 Butler St., Ludlow, Ky.
- 504 KOTALIK, J. J.
**Balboa, C. Z.
- 505 KOZAK, O.
**Balboa, C. Z.
- 506 KRAUSE, W. F.
Balboa, C. Z.
- 507 KUEHNLE, A. G.
Flowerville, Mich.
- 508 KULLER, B. F.
Balboa, C. Z.
- 509 KUNCE, O. H.
**Cristobal, C. Z.
- 510 LABAT, JOHN.
Sacramento, Cal.
- 511 LAIRD, JAMES.
**Balboa, C. Z.
- 512 LAMPSON, O. R.
R. F. D. 3, Sturgis, Mich.
- 513 LANG, EDW.
354 State St., Rochester, N. Y.
- 514 LANGWORTHY, JOHN.
Cristobal, C. Z.
- 515 LA ROWE, J. H.
Lambertville, N. J.
- 516 LA SERA, TONY.
David, Chiriqui.
- 517 LATCHFORD, STEPHENS.
1223 6th St. N. W. Wash., D. C.

**Last address on record; but mail returned unclaimed.

- 518 LAWLER, J. M. DR.
Wards Island, N. Y. C.
- 519 LEASSENHOP, H. S.
Balboa, C. Z.
- 520 LEE, B. E.
Ancon, C. Z.
- 521 LEE, DAN.
Car Repr., Cristobal, C. Z.
- 522 LEEDS, E. W.
2141 N. Av., Baltimore, Md.
- 523 LE MAY, E. A.
1500 6th Av., Ft. Worth, Tex.
- 524 LE MIRE, G. B.
Corozal, C. Z.
- 525 LEVY, N. L.
Gatun, C. Z.
- 526 LEWIS, F. E.
166 Center Av., Plymouth, Pa.
- 527 LEWIS, J. F.
LaMesa, N. Mex.
- 528 LEYDECKER, F. W.
Paraiso, C. Z.
- 529 LINCOLN, L. F. SR.
New Richmond, O.
- 530 LINDERSMITH, W. W.
2920 Albin St., Toledo, O.
- 531 LITTLEFIELD, W. T.
Ancon, C. Z.
- 532 LOGAN, ORREN.
Deceased.
- 533 LOKEN, H. O.
Cristobal, C. Z.
- 534 LONG, J. H.
Ancon, C. Z.
- 535 LORD, C. G.
Malone, N. Y.
- 536 LORD, E. E.
Seneca, S. C.
- 537 LOUIS, W. U.
Paraisco, C. Z.
- 538 LOVE, WILLIAM.
Balboa, C. Z.
- 539 LOWE, E. J.
Globe Hotel, New York City.
- 540 LOWE, G. C.
Dennison, Ala.
- 541 LOWE, WILLIAM E.
Bedford, Va., Route No. 1.
- 542 LUCAS, G. C.
Cristobal, C. Z.
- 543 LUCEY, J. W.
211 W. Fayette St., Syracuse,
N. Y.
- 544 LUMBY, R. C.
Pitman, N. J.
- 545 LYON, W. E.
1200 W. Water St., Elmira, N. Y.
- 546 MACNEIL, T. A.
6 Leonard St., Farmingham,
Mass.
- 547 MAHONEY, JOSEPH.
Ashtabula, O.
- 548 MAJOR, BESSIE.
480 Cooper St., Ottawa, Can.
- 549 MALONEY, P. H.
Midland City, Mich.
- 550 MALMO, R. H.
Kasota, Minn.
- 551 MANEY, F. L.
Balboa, C. Z.
- 552 Manion, J.
Cristobal, C. Z.
- 553 MANN, C. H.
Cristobal, C. Z.
- 554 MAREK J. J.
3031 S. Trumbull Av., Chgo, Ill.
- 555 MARCH, J. B.
505 N. Cedar St., Nevada, Mo.
- 556 MARKS, GEORGE S.
2705 Harrison St., Chicago, Ill.
- 557 MARSH, J. S.
1789 Lexington Av., N. Y. C.
- 558 MARSTRAND, O. T.
Balboa Heights, C. Z.
- 559 MARTIN, G. W.
Balboa Heights, C. Z.
- 560 MARTIN, JAMES.
Cristobal, C. Z.
- 561 MARTIN, JOSEPH.
Cr. U. S. Bohio, Paraiso, C. Z.
- 562 MARTIN, J. A.
Cristobal, C. Z.
- 563 MARTIN, WM. M.
Grand Rapids, Wis.
- 564 MASON, A. O.
Ancon, C. Z.
- 565 MASON, C. J.
309 Stone Av., Shreveport, La.
- 566 MASTERSON, R. W.
Ravia, Okla.
- 567 MATCHETTE, J. MARION.
Lima, Ohio.
- 568 MATTER, E. P.
Balboa, C. Z.
- 569 MAYRS, J. A.
Corozal, C. Z.
- 570 McADAM, H. C.
Balboa, C. Z.
- 571 McALEER, E.
Ancon, C. Z.
- 572 McCALLUM, G. D.
Hammond, La.
- 573 McCAULEY, D. J.
**Balboa, C. Z.
- 574 McCLINTON, J. L.
Ancon, C. Z.
- 575 McCOLLEY, C. C.
Balboa Heights, C. Z.
- 576 McCOLLUM, C. S.
142 W. 49th St., N. Y. City.

**Last address on record; but mail returned unclaimed.

- 577 McCOMBS, W. B.
Balboa, C. Z.
- 578 MCCONAUGHEY, H.
Balboa, C. Z.
- 579 McCORMACK, A.
**Balboa, C. Z.
- 580 McCORMICK, J.
Balboa, C. Z.
- 581 McCOURT, J. S.
35 Delaware Av., Patterson, N.J.
- 582 McCOY, W. M.
Cr. U. S. Rec. Ser., Wash., D. C.
- 583 McCULLOUGH, A.
Dubois, Pa., Gen. Del.
- 584 McCULLOUGH, A. L.
Houston, Tex., Cr. Baptist Hosp.
- 585 McCUSTY, W. H.
Cristobal, C. Z.
- 586 McDONALD, D. J.
539 Chelmsford St., Lowell,
Mass.
- 587 McDONALD, H. M.
Ritta, Fla.
- 588 McFARLANE, T. W.
Cristobal, C. Z.
- 589 McGILLICUDDY, C. J.
Ancon, C. Z.
- 590 McGOVERN, J. F.
1210 Filbert St., Phila., Pa.
- 591 McGOWN, W. H.
Paraiso, C. Z.
- 592 McGRATH, J. T.
Paraiso, C. Z.
- 593 McGRAW, D.
1748 No. 4 St., Davenport, Ia.
- 594 McGUIRE, WM.
Paraiso, C. Z.
- 595 McINERNEY, M.
Balboa, C. Z.
- 596 McIntyre, W. M.
Ancon, C. Z.
- 597 McKAY, J.
Ancon, C. Z.
- 598 McKELVEY, J. F.
Balboa, C. Z.
- 599 McLAUGHLIN, T. C.
Deceased.
- 600 McLAUGHLIN, W. J.
Box 296, Ancon, C. Z.
- 601 McLEAN, A. L.
548 44th St., Brooklyn, N. Y.
- 602 McLEAN, W. P.
Wash., D. C., Cr. P. O. Dept.
- 603 McLEOD, J. A.
Ancon, C. Z.
- 604 McLoughlin, P. A.
38 Northland Av., Buffalo, N. Y.
- 605 McMILLAN, W. P.
Cristobal, C. Z.
- 606 McNIEL, J. R.
Balboa Heights, C. Z.
- 607 McPEAKE, J. C.
116 S. Priens St., N. O., La.
- 608 McPHERSON, C. N.
Big Run, Pa.
- 609 McSPARRAN, W. J.
Gatun, C. Z.
- 610 McTUCKER, E.
Cristobal, C. Z.
- 611 MEACHAM, F. C.
481 W. Rick St., Columbus, Ga.
- 612 MEACHAM, J. F.
834 Lake Av., Racine, Wis.
- 613 MEALER, W. O.
Dayton, Tenn.
- 614 MEARS, E. CAPT.
Anchorage, Alaska.
- 615 MEDINGER, F. O.
Balboa, C. Z.
- 616 MEISTER, F.
1321 48th St., Brooklyn, N. Y.
- 617 MELLON, R.
Cristobal, C. Z.
- 618 MENDES, A. S.
Colon, R. P.
- 619 MERRITT, H. F.
Liberty, N. C.
- 620 MERS, J. B.
**3026 Pfany Av., L'ville, Ky.
- 621 METCALF, B. F.
Marion, Ind.
- 622 METCALF, J. C.
Jonesboro, Ark.
- 623 METZGER, F. O.
Pleasantville, N. J.
- 624 MILLER, H. E.
586 McDonoagh St., Brooklyn,
N. Y.
- 625 MILLER, J.
1827 S. 6th St., Phila., Pa.
- 626 MILLER, J. B. JR.
Ancon, C. Z.
- 627 MILLION, G.
Ancon, C. Z.
- 628 MILTIMORE, W. J.
Ancon, C. Z.
- 629 MINOR, E. B.
Dubois, Pa.
- 630 MIRACLE, F. W.
Loreland, W. Va.
- 631 MITCHELL, G. W.
Cristobal, C. Z.
- 632 MITCHELL, HUGH.
719 1st St., N. W., Wash., D. C.
- 633 MITCHELL, M.
Deceased.
- 634 MOCK, R. L.
Atlanta, Ga.
- 635 MOELLER, L. A.
Balboa Heights, C. Z.
- 636 MOHRMAN, H.
21 Kirkwood St., Akron, O.

**Last address on record; but mail returned unclaimed.

- 637 MONK, H. V.
Balboa, C. Z.
- 638 MONTAGUE, C. H.
778 Main St., Pawtucket, R. I.
- 639 MONTGOMERY, H.
Balboa, C. Z.
- 640 MOORE, F. E.
Balboa Heights, C. Z.
- 641 MOORE, J.
**Paraiso, C. Z.
- 642 MOORE, S.
Balboa, C. Z.
- 643 MOORE, W. J.
Panama, R. P.
- 644 MORGALI, R.
Roland, Ia.
- 645 MORGAN, D. M.
107 Warwick Av., Zanesville, O.
- 646 MORGAN, R. P.
Balboa, C. Z.
- 647 MORRIS, C. L.
Ancon, C. Z.
- 648 MORRIS, GEO.
1012 Crosby St., San Antonio,
Texas.
- 649 MORRISON, J. H.
Balboa, C. Z.
- 650 MORTON, G. D.
Balboa, C. Z.
- 651 MOSER, JACK.
Balboa, C. Z.
- 652 MUDGETT, B. F.
Viola, Del.
- 653 MUHLHERR, H.
Orlando, Okla.
- 654 MULLANE, D. E.
Cristobal, C. Z.
- 655 MULVERHILL, J. F.
Oakland, Cal.
- 656 MYERS, F. J.
Balboa, C. Z.
- 657 NAMUR, B.
Larned, Kansas.
- 658 NAYLOR, A. N.
Salem, Ore.
- 659 NAYLOR, MICHAEL J.
2219 Fairmount Av., Phila., Pa.
- 660 NEAL, H. C.
312 14th St., Ashland, Ky.
- 661 NELSON, J. F.
Balboa, C. Z.
- 662 NELSON, R. M.
805-807 Em. Life Bldg. At'a. Ga.
- 663 NEVILLE, E. J.
Balboa, C. Z.
- 664 NEVIOUS, C. E.
Balboa Heights, C. Z.
- 665 NEWDICK, A. H.
Balboa, C. Z.
- 666 NEWMAN, C. J.
759 Kenyon Av., Cincinnati, O.
- 667 NILSEN, N.
Cristobal, C. Z.
- 668 NIXON, F. M.
Carthage, Ind.
- 669 NOLAN, J. J.
103 Pros. Pl., Brooklyn, N. Y.
- 670 NOLAN, J. L.
174 Bat. Ave., Brooklyn, N. Y.
- 671 NOLTE, G. M.
Balboa Heights, C. Z.
- 672 NORTON, R. A.
Alton, Mo.
- 673 NOTTE, J. G.
Deceased.
- 674 OBERLE, J.
Leonard, N. J.
- 675 O'CONNOR, C.
Randolph, Neb.
- 676 O'CONNOR, W. F.
Chestnut Hill, Philadelphia, Pa.
- 677 O'DAY, WM.
Ancon, C. Z.
- 678 O'HAIRE, W. J.
Gen. Del., Washington, D. C.
- 679 OHLSON, E. F.
Ancon, C. Z.
- 680 O'MEALEY, B. J.
Toledo, O.
- 681 O'NEILL, D.
94 Mosher St., Baltimore, Md.
- 682 ORR, W. T.
**Balboa Heights, C. Z.
- 683 OSBORNE, H.
3d and Lytle St., Cincinnati, O.
- 684 OTT, C. A.
Balbot Heights, C. Z.
- 685 PADDEN, J. E.
Onkama, Mich.
- 686 PADGETT, M. L.
Miami, Fla.
- 687 PAGE, H. F.
Gainesville, N. Y.
- 688 PARIS, J.
249 W. 25th St., N. Y. City.
- 689 PARKER, E. F.
Box 21, Wilson, N. Y.
- 690 PARKER, W. E.
Tully, N. Y.
- 691 PARKIS, S. W.
Balboa, C. Z.
- 692 PARROTT, N.
Collinsville, Cal.
- 693 PATERSON, O. W.
Cristobal, C. Z.
- 694 PATERSON, J. A.
Cristobal, C. Z.
- 695 PATERSON, L. A.
540 York St., Cincinnati, O.
- 696 PAYNE, E. W.
Woodville, Mass.

**Last address on record; but mail returned unclaimed.

- 697 PEARMAN, F. E.
Anderson, S. C.
- 698 PELTON, H.
Marlboro, Mass.
- 699 PENMAN, C. W.
Chuquicamata, Chile.
- 700 PER LEE, C. A.
Balboa, C. Z.
- 701 PERRIN, J. H. E.
Ancon, C. Z.
- 702 PERRY, L. E.
471 G. St., S. W., Wash., D. C.
- 703 PETERS, C.
Balboa Heights, C. Z.
- 704 PETERSON, W. B.
Route 2, Miami, Fla.
- 705 PETRIKIN, M. C.
627 New Mkt. St., Chester, Pa.
- 706 PETTIT, J. R.
Cristobal, C. Z.
- 707 PFISTERER, A.
Paraiso, C. Z.
- 708 PHILLIPS, C. E.
815 W. and C. Bldg., Los Angeles
- 709 PHILLIPS, J. F.
Balboa Heights, C. Z.
- 710 PHOENIX, J. H.
Balbot, C. Z.
- 711 PIKE, E. R.
Cold Spring, N. Y.
- 712 PINEY, A. H.
Ancon, C. Z.
- 713 PIPER, L. W.
Balboa Heights, C. Z.
- 714 PIPER, W. T.
XX Balboa, C. Z.
- 715 PITTMAN, W. P.
Balboa, C. Z.
- 716 PLANTE, IDA.
65 S'gate St., Worcester, Mass.
- 717 PLATOW, WM.
XX Port Limon, Costa Rica.
- 718 PLOESSEL, E. M.
Balboa, C. Z.
- 719 POORE, W. C.
Balboa Heights, C. Z.
- 720 POTTS, G. H.
Balboa, C. Z.
- 721 POUGH, G. W.
Ancon, C. Z.
- 722 POULTNEY, C.
Balboa, C. Z.
- 723 POWELL, C. W.
Balboa, C. Z.
- 724 POWER, W. L.
Muricopa, Ariz.
- 725 POWERS, J. J.
194 James St., N. Haven, Conn.
- 726 POYLE, R.
Balboa, C. Z.
- XX Last address on record; mail returned unclaimed.
- 727 PRATT, J.
Gatun, C. Z.
- 728 PRATT, M. C.
Balboa, C. Z.
- 729 PRESTON, P. B.
218 Walnut St., Newark, N. J.
- 730 PROCTOR, C. L.
Evart, Mich.
- 731 PRONGER, N. W.
Silver City, New Mex.
- 732 PULSIFER, CHASE.
Gen. Del., San Francisco, Cal.
- 733 QUIMBY, E. F.
Gatun, C. Z.
- 734 RAMSEY, G. W.
Gainesville, Fla.
- 735 RANDOLPH, J. H.
Cristobal, C. Z.
- 736 RANKIN, A. M.
Ancon, C. Z.
- 737 RAYMOND, V.
244 E. 120th St., N. Y. C.
- 738 REBER, R.
XX Cristobal, C. Z.
- 739 REEVES, A. JR.
Lansford, Pa.
- 740 REILLEY, H. J.
Balboa, C. Z.
- 741 REILLY, C. J.
Preston St., Baltimore, Md.
- 742 REIMANN, R.
Balboa, C. Z.
- 743 REISINGER, C. L.
Balboa, C. Z.
- 744 REISINGER, F. C.
169 At. Av., Rochester, N. Y.
- 745 REPP, E. A.
Lodi, Ohio.
- 746 RERDELL, M. C.
414 Cedar Av., Tampa, Fla.
- 747 RICHARDSON, A. M.
Ancon, C. Z.
- 748 RICHARDSON, G. O.
Ancon, C. Z.
- 749 RICHARDSON, S. F.
Houston, Texas.
- 750 RICHMOND, VENA E.
Ancon, C. Z.
- 751 RIVERS, F.
Tyler, Texas.
- 752 ROBERTS, F. R.
Memphis, Mo.
- 753 ROBERTS, G.
Cristobal, C. Z.
- 754 ROBERTSON, T. J.
195 Hun'tt St., Atlanta, Ga.
- 755 ROBISON, W. L.
Mifflin, Pa.
- 756 RODERICK, C.
Batavia, N. Y.

- 757 ROE, M.
Cristobal, C. Z.
- 758 ROGERS, A. E.
Balboa, C. Z.
- 759 ROGERS, W. D.
1210 H'ton Av., Covington, Ky.
- 760 ROSE, C.
Ancon, C. Z.
- 761 ROSENBAUM, A. C.
8 E. 70th St., N. Y. City.
- 762 ROSENQUIST, F. H.
Balboa, C. Z.
- 763 ROSS, J. W. JR.
Clarksville, Tenn., Route 3.
- 764 ROWLEY, A. I.
Marshalltown, Ia.
- 765 RUDY, C. K.
**Ancon, C. Z.
- 766 RUTHERFORD, W. T.
Pedro Miguel, C. Z.
- 767 SAFERSTEIN, B.
112 Bond St., Elizabeth, N. J.
- 768 SANDERS, B. G.
Ancon, C. Z.
- 769 SAPHIR, V.
5435 G'town Av., Phila., Pa.
- 770 SASSE, H. O.
Cristobal, C. Z.
- 771 SCHAEFER, J.
Balboa, C. Z.
- 772 SCHAFF, A.
Ancon, C. Z.
- 773 SCHOELLHORN, H.
178 Walder Av., Buffalo, N. Y.
- 774 SCHOFIELD, B. A.
Ancon, C. Z.
- 775 SCHROEDER, H.
Balboa, C. Z.
- 776 SCHUBER, J. B.
**Panama, R. P.
- 777 SCHWARTZ, A. F.
226 Albion Pl., Cincinnati, O.
- 778 SCHWARTZ, H. JR.
226 Albion Pl., Cincinnati, O.
- 779 SCHWARTZENHOLZER, J.
Balboa, C. Z.
- 780 SCOFFERN, R. F.
New Era, Oregon.
- 781 SCRIBNER, D. W.
Balboa, C. Z.
- 782 SEDWICK, H. F.
**Htl. Dupont, Wilmington, Del.
- 783 SEEBT, J. F.
Balboa, C. Z.
- 784 SEEGAR, J.
Gamboa, C. Z.
- 785 SEEWALD, R. S.
Tiffin, O.
- 786 SEHR, M. P.
Balboa, C. Z.
- 787 SERGEANT, W. R.
44 V. Buren St., Brooklyn, N. Y.
- 788 SERGISON, A.
Cristobal, C. Z.
- 789 SHAEFFER, L. E.
314 Fox Moore Pl., Los Angeles.
- 790 SHAFFER, G. A.
179 Da'son St., Elkhart, Ind.
- 791 SHAW, J. E.
20 Bn'side Av., Bradford, Pa.
- 792 SHAY, F. J.
Balboa, C. Z.
- 793 SHEEHY, D.
Deceased.
- 794 SHEPARD, F. K.
Balboa, C. Z.
- 795 SHEPHERD, V.
Balboa, C. Z.
- 796 SHERIDAN, P. L.
2605 Brown St., Phila., Pa.
- 797 SHIGLEY, L. M.
Ancon, C. Z.
- 798 SHIPPEE, A. B.
167 W. Wash. St., Chicago, Ill.
- 899 SHIVERS, MARY G.
Balboa Heights, C. Z.
- 800 SHOKOFF, A.
Balboa, C. Z.
- 801 SHOUP, V.
La Gl., Cam. Providence, Cuba.
- 802 SHOWERS, I. M.
Clearfield, Pa.
- 803 SIMMONS, J. A.
Florence, Ala.
- 804 SIMONSON, C.
Zona, Fla.
- 805 SIMS, C. A.
Jupiter, Fla.
- 806 SIMS, W. E.
Westpoint, Ky.
- 807 SKIPPER, A.
Gatun, C. Z.
- 808 SLAYBACK, E.
Deceased.
- 809 SMITH, A.
Deceased.
- 810 SMITH, A. E.
2 Penrith Rock, Cross Roads
P. O., Kingston, Ja.
- 811 SMTH, ELEANOR J.
Ancon, C. Z.
- 812 SMITH, J. T.
857 5th Av., New York City.
- 813 SMITH, L. A.
Cristobal, C. Z.
- 814 SMITH, MARK D.
Balboa Heights, C. Z.
- 815 SMITH, N. B.
Balboa Heights, C. Z.

**Last address on record; but mail returned unclaimed.

- 816 SMITH, S. L.
512 Tonn Av., N. E., Wash., D. C.
- 817 SMITH, W. E.
Allegheny, N. Y.
- 818 SNAPP, C. J.
Deceased.
- 819 SNEED, C. D.
304 Hennen Annex, N. O., La.
- 820 SODER, F. J.
221 B'g'ham St., Newark, O.
- 821 SOUDER, S. R.
May's Landing, N. J.
- 822 SOUTHERLAND, C. H.
Balboa, C. Z.
- 823 SPANGLER, G. D.
Balboa, C. Z.
- 824 SPENCER, J. G.
Ivoryton, Conn.
- 825 SPINKS, J.
Maloga, O.
- 826 SPRIEGEL, F. W.
Attica, N. Y.
- 827 STANLEY, H. W.
8951 P'll Av., Chicago, Ill.
- 828 STANLEY, L. P.
Cristobal, C. Z.
- 829 STANNER, J. T.
Balboa, C. Z.
- 830 STANTON, C. J.
Deceased.
- 831 STANTON, W. D.
Cohoctan, N. Y.
- 832 STAPLES, T. O.
Corozal, C. Z.
- 833 STEINER, G. W.
Cristobal, C. Z.
- 834 STEPHENS, F. H.
Balboa Heights, C. Z.
- 835 STEVENS, F. C.
R. 2., Saratoga Springs, N. Y.
- 836 STEVENS, G. H.
1317 O'n Av., Santa Monica, Cal.
- 837 STEVENS, H. F.
Balboa, C. Z.
- 838 STEVENS, W. H.
Balboa, C. Z.
- 839 STEVENSON, W. A.
Ancon, C. Z.
- 840 STEWART, A. H.
**Balboa, C. Z.
- 841 STIPP, HENRY.
Balboa, C. Z.
- 842 ST. JOHN, SMITH W.
Freeport, La.
- 843 STOREY, H. E.
Siquirres, Costa Rica.
- 844 STORLA, J. L.
Portland, Ore., Gen. Del.
- 845 STOVER, D. Z.
Vinland, N. J.
- 846 STRATTON, H. S.
Balboa, C. Z.
- 847 STROBEL, L.
Cristobal, C. Z.
- 848 STROTZ, C. M.
1314 S. 54th St., Phila., Pa.
- 849 SULLIVAN, B.
Balboa, C. Z.
- 850 SULLIVAN, E. G.
60 Halleck St., Youngstown, O.
- 851 SUNDQUIST, T.
Balboa, C. Z.
- 852 SWAIN, J. M.
Ancon, C. Z.
- 853 SWEET, A. J.
Balboa, C. Z.
- 854 SWEETON, GERTRUDE.
420 N. Mary St., Lanc., Pa.
- 855 SYLVESTER, O. K.
**Pearland, Texas.
- 856 FATE, G. M.
Balboa, C. Z.
- 857 TAYLOR, W. M.
Rialto, Cal.
- 858 TEALL, G. E.
Balboa Heights, C. Z.
- 859 TEIMER, RICHARD.
62 Alpine St., Newark, N. J.
- 860 TERRY, G. E.
Deceased.
- 861 TERWILLIGER, E. B.
Route 2, Rock Creek, O.
- 862 THATCHER, R. C.
Cristobal, C. Z.
- 863 THAYER, A. A.
Balboa Heights, C. Z.
- 864 THOM, L. G.
Cr. H. Love, Waynesville, N. C.
- 865 THOM, W. M.
Ancon, C. Z.
- 866 THOMAS, C. E.
Gatun, C. Z.
- 867 THOMPSON, J. D.
Jupiter, Florida.
- 868 THOMPSON, R. C.
330 Carroll St., Brooklyn, N. Y.
- 869 THOMPSON, W. G.
Cristobal, C. Z.
- 870 THORPE, L. D.
Delta Farms, Lockport, La.
- 871 THULL, PETER J.
1519 Well'ton Av., Chicago, Ill.
- 872 TODT, F. M.
Brooklyn, N. Y.
- 873 TOLAR, J. L.
Ancon, C. Z.
- 874 TOONE, B. B.
Balboa Heights, C. Z.
- 875 TORBERT, W. A.
Ancon, C. Z.

**Last address on record; but mail returned unclaimed.

- 876 TRACHLER, GUSTAV.
Montclair Av., Peterson, N. J.
- 877 TRIBOLET, G. T.
Corozal, C. Z.
- 878 TURNER, F. K.
Sta. "G" R. 5, Memphis, Tenn.
- 879 TUTTLE, G. M.
Camaguey, Cuba.
- 880 TWOMBLY, H. H.
36 I St., N. E., Wash., D. C.
- 881 UNCKLES, R. W.
Ancon, C. Z.
- 882 VACHER, L. N.
Balboa, C. Z.
- 883 VAN BROCKLIN, A. C.
Balboa Heights, C. Z.
- 884 VANDEGRIFT, L. V.
Gatun, C. Z.
- 885 VANDERPOOL, J. H.
825 10th St, Seattle, Wash.
- 886 VANDERSLICE, G. J.
Balboa Heights, C. Z.
- 887 VAN FLEET, MINNIE.
Doniphan, Neb.
- 888 VARENKAMP, R.
397 S. Or. St., Newark, N. J.
- 889 VEEN, J. T.
Cristobal, C. Z.
- 890 VIAL, H. H.
Balboa, C. Z.
- 891 VON DER LIETH, T. R.
David, Chiriqui.
- 892 WAGNER, JAKE.
1826 Rapin St., St. Louis, Mo.
- 893 WAGNER, G. D.
Ancon, C. Z.
- 894 WALDON, F. K.
Cr. Treas. Dept., Wash., D. C.
- 895 WALDRON, A. W.
35 G'm St., Dorchester, Mass.
- 896 WALDROP, J. P.
**Winter House, Fla.
- 897 WALKER, A. J.
111 C'ton Av., W. Hoboken, N. J.
- 898 WALKER, J. A.
Ancon, C. Z.
- 899 WALKER, PATRICK.
Cristobal, C. Z.
- 900 WALL, P. J.
498 B'way, Yonder, N. Y.
- 901 WALLACE, A.
Hazleton, Pa.
- 902 WALSH, T. J.
Gatun, C. Z.
- 903 WALSTON, W. H.
**Cristobal, C. Z.
- 904 WALTERS, O. G.
Balboa Heights, C. Z.
- 905 WALTON, G. E.
1703 6th St., New Orleans, La.
- 906 WARD, W. H. JR.
Balboa Heights, C. Z.
- 907 WARREN, E. L.
West Palm Beach, Fla.
- 908 WATERS, A. V.
1715 Amherst St., Buffalo, N. Y.
- 909 WATKINS, F. S.
Cristobal, C. Z.
- 910 WATKINS, WM.
Balboa, C. Z.
- 911 WATSON, G. W.
Balboa, C. Z.
- 912 WATSON, WILLIAM.
1026 W. 38th St., Los Angeles, Cal
- 913 WEIR, J. E.
Odessa, Fla.
- 914 WEISER, JOSEF.
Cristobal, C. Z.
- 915 WEISS, JOHN.
Balboa, C. Z.
- 916 WELLER, J. H.
Trinidad, B. W. I.
- 917 WEMPE, H. J.
Balboa Heights, C. Z.
- 918 WERNER, G.
746 H't Av., Detroit, Mich.
- 919 WERTZ, C. A.
Box 3, Bocas del Toro.
- 920 WERTZ, F. L.
Cristobal, C. Z.
- 921 WERTZ, H. C.
Covington, La.
- 922 WEST, C. S.
211 19th St., Norfolk, Va.
- 923 WHALER, F. G.
Balboa Heights, C. Z.
- 924 WHEELER, C. P.
Auburn, Ky.
- 925 WHITAKER, R. W.
Cristobal, C. Z.
- 926 WHITE, A. C.
613 H'd Av., New Castle, Pa.
- 927 WHITE, J. A.
165 W'low St., Lawrence, Mass.
- 928 WHITE, R. M.
254 P. S. St., Benton Har., Mich.
- 929 WHITEHEAD, JOS.
Deceased.
- 930 WHITING, T. J.
Balboa, C. Z.
- 931 WHITNEY, F. H.
340 W. S'field St Ft. Wayne, Ind.
- 932 WHITNEY, G. M.
Cristobal, C. Z.
- 933 WICKHAM, C. A.
Paraiso, C. Z.
- 934 WIGGINS, CHARLES.
Balboa, C. Z.
- 935 WILBER, D. H.
Wayville, N. Y.

**Last address on record; but mail returned unclaimed.

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|--|--|
| 936 WILDE, A. P. Balboa Heights, C. Z. | 953 WINEGAR, O. E. 33 S'side Av., Winthrop, Mass. |
| 937 WILKINS, J. M. JR. Deceased. | 954 WINQUIST, CHARLES. Balboa, C. Z. |
| 938 WILLETT, G. L. Gatun, C. Z. | 955 WIRTZ, WILLIAM. Cristobal, C. Z. |
| 939 WILLETT, H. E. Balboa Heights, C. Z. | 956 WISE, J. L. Balboa Heights, C. Z. |
| 940 WILLIAMS, C. F. Gatun, C. Z. | 957 WITMER, WM. H. JR. Balboa, C. Z. |
| 941 WILLIAMS, H. 714 1-2 Pr. Av., Houston, Tex. | 958 WITTY, A. E. Cor. Av., Vineville Macon, Ga. |
| 942 WILLIAMS, H. J. Balboa Heights, C. Z. | 959 WOOD, J. C. Balboa Heights, C. Z. |
| 943 WILLIAMS, H. P. 161 W'y Av., Highland Pk., Mch. | 960 WOOD, J. E. Ogden, Arkansas. |
| 944 WILLIAMS, J. D. Balboa Heights, C. Z. | 961 WOODMAN, C. L. Cr. Dept. Agr., Wash., D. C. |
| 945 WILLIAMSON, N. E. 1400 Arch St., Berkeley, Cal. | 962 WOODMAN, F. R. 45 W. 34th St., N. Y. City. |
| 946 WILLIAMSON, T. G. 91 Foreman St., Bradford, Pa. | 963 WRIGHT, CHARLES. **Santiago, Cuba. |
| 947 WILLINER, M. Box 39, Cristobal, C. Z. | 964 WRIGHT, G. F. Balboa, C. Z. |
| 948 WILSON, F. E. 1600 Av. L., Coun. Bluffs, Ia. | 965 WUELPER, A. F. C. 339 Pk. Av., Hoboken, N. J. |
| 949 WILSON, G. F. **128 Fkn. St., Johnston, Pa. | 966 KEISER, C. 1422 Libty St., Jacksonville, Fla. |
| 950 WILSON, J. C. Pedro Miguel, C. Z. | 967 YINGLING, G. A. Balboa Heights, C. Z. |
| 951 WILSON, RICHARD W. Tallahassee, Fla. | 968 YOUNG, J. D. 350 E. St., Dedhame, Mass. |
| 952 WILSON, W. H. 118 W. 7st St., N. Y. City. | 969 ZOOK, E. Deceased. |

**Last address on record; but mail returned unclaimed.

III. Others who served at least six years prior to June 30th, 1916.

- | | |
|---|--|
| 1 ADAMS, H. C. Cristobal, C. Z. | 11 ARNOLD, J. H. Cerro de Pasco, Peru. |
| 2 AITKEN, S. C. Montvale, N. J. | 12 BACHLER, F. V. Balboa Heights, C. Z. |
| 3 ALLGEIER, M. Paraiso, C. Z. | 13 BAILEY, H. L. Ancon, C. Z. |
| 4 ALLIGOOD, J. Paraiso, C. Z. | 14 BAKER, G. D. Balboa Heights, C. Z. |
| 5 ANDERSON, C. Balboa, C. Z. | 15 BALDERACCH, A. L. Cristobal, C. Z. |
| 6 ANDERSON, N. C. Ancon, C. Z. | 16 BARBER, CAPT. C. W. 276 F'lin St., Woodbury, N. J. |
| 7 ANDERSON, V. **Balboa, C. Z. | 17 BARNEBY, W. Box 188, Newport News, Va. |
| 8 ANGEL, C. R. U. S. Navy Yd., Vallejo, Cal. | 18 BARNES, T. W. Balboa, C. Z. |
| 9 ANSBERRY, J. F. Ancon, C. Z. | 19 BARTHOLOMEW, H. 712 Park Pl., Elmire, N. Y. |
| 10 APPLETON, R. Sparks, Nevada. | 20 BARTMESS, M. B. Balboa, C. Z. |

**Last address on record; but mail returned unclaimed.

- 21 BASHNER, J. F.
Pedro Miguel, C. Z.
- 22 BAUER, R.
Cristobal, C. Z.
- 23 BEARD, A.
Cristobal, C. Z.
- 24 BEARUP, A. H.
102 N. Flor. St., Springfield, Mo.
- 25 BENNY, W. E.
Balboa, C. Z.
- 26 BENTLEY, H. S.
Balboa, C. Z.
- 27 BETTERTON, E. L.
Cristobal C. Z.
- 28 BEYER, M. E.
382 Cle. Av., St. Louis, Mo.
- 29 BIXEL, C. W.
Balboa, C. Z.
- 30 BLACKBURN R. L.
Balboa, C. Z.
- 31 BLACKBURN W. H.
51 Peralta Av., San F'co. Cal.
- 32 BOGGS, M. R.
Balboa, C. Z.
- 33 BOYD, A. P.
Balboa, C. Z.
- 34 BOYLE, C. J.
Balboa, C. Z.
- 35 BRACKLE, C.
38 Cliff St., Roxbury, Mass.
- 36 BRATT, E. O.
Cristobal, C. Z.
- 37 BRAY, W.
Balboa, C. Z.
- 38 BRIGGS, C. B.
2305 H'ke Av., Pittsburg, Pa.
- 39 BROWN, J. H.
Balboa, C. Z.
- 40 BRUNK, F.
Ancon, C. Z.
- 41 BRUMBY, R. H.
Ancon, C. Z.
- 42 BURN, W. J.
Balboa C. Z.
- 43 BURNS, T. F. A.
Cristobal, C. Z.
- 44 BYRNE, J. L.
Balboa, C. Z.
- 45 CAGE, ELIZE.
Balboa Heights, C. Z.
- 46 CALHOUN, C. H.
Balboa Heights, C. Z.
- 47 CALVIT, C. G.
Balboa, C. Z.
- 48 CAMERON, J.
Cristobal, C. Z.
- 49 CARTER, E. H.
Balboa, C. Z.
- 50 CARUTHERS, A. B.
The Wood'th, N. W., Wash., D. C.
- 51 CASSANOVA, V.
Balboa, C. Z.
- 52 CHARNLEY, T. H.
Balboa, C. Z.
- 53 CHASE, H. D.
Calle Virtudes No. 66, A'tos.
Havana, Cuba.
- 54 CHESTER, C. S.
Paraiso, C. Z.
- 55 CHRIST, MARY F.
R. F. D. No. 6, Zanesville, Ohio.
- 56 CLAPP, W. H.
459 Aurora Av., St. Paul, Minn.
- 57 CLARK, E. L.
Tulane U., New Orleans, La.
- 58 CLAHERTY, P. J.
Cristobal, C. Z.
- 59 CLINTON, G. P.
Cristobal, C. Z.
- 60 COLLINS, J. J.
576 Palmwood Av., Toledo, O.
- 61 CONKERTON, C.
66 Balboa, C. Z.
- 62 CONKLING, W. D.
Balboa, C. Z.
- 63 CONNEELY, J. E.
Cristobal, C. Z.
- 64 CONROY, J. T.
**Balboa, C. Z.
- 65 CONWAY, E. Z.
**Balboa, C. Z.
- 66 COOPER, F. W.
Balboa, C. Z.
- 67 CORNING, F. W.
Balboa, C. Z.
- 68 COUGHLIN, J. T.
Cristobal, C. Z.
- 69 COUSINEAU, C.
Cristobal, C. Z.
- 70 COUSINS, W., JR.
Gatun, C. Z.
- 71 COYLE, EILEEN R.
Care Joint Com., Ancon, C. Z.
- 72 CRAFTS, L. H.
Breckenridge, Ill.
- 73 CROSS, L. A.
Ancon, C. Z.
- 74 DAY J. M.
**Balboa Heights, C. Z.
- 75 DAYTON, A. V.
Cristobal, C. Z.
- 76 DENNY, F.
Balboa Heights, C. Z.
- 77 DENST, L. R.
Balboa, C. Z.
- 78 DIERKES, J. E.
Cristobal, C. Z.
- 79 DION, H. C.
Balboa, C. Z.
- 80 DOBIE, J. W.
Ancon, C. Z.

**Last address on record; but mail returned unclaimed.

- 81 DONNELLY, J. W.
Balboa Heights, C. Z.
- 82 DOW, G. C.
Balboa, C. Z.
- 83 DRAKE, E. E.
Watertown, S. D.
- 84 DRENNAN, DR. L. M.
Ancon, C. Z.
- 85 DUFF, M. L.
Balboa Heights, C. Z.
- 86 DUGAN, W. C.
Balboa Heights, C. Z.
- 87 Dumville, B. B., JR.
La Salle Av., Hampton, Va.
- 88 DUNN, W. H.
Balboa, C. Z.
- 89 DUORESKE, J. J.
Balboa, C. Z.
- 90 DUVAL, W. F.
Balboa, C. Z.
- 91 DUVALL, F. A.
Balboa, C. Z.
- 92 DE BARD, H. D.
Greenup, Ky.
- 93 DE CORA, J. G.
Balboa Heights, C. Z.
- 94 ME MERSE, ROSE M.
Ancon, C. Z.
- 95 EASON, J. D.
Ancon, C. Z.
- 96 EASON, J. T., JR.
Balboa, C. Z.
- 97 EDER, L. M.
**Balboa, C. Z.
- 98 EDWARDS, H. F.
Gatun, C. Z.
- 99 ELLIOTT, I. L.
21 Martin St., Covington, Ky.
- 100 ELMORE, C. M.
**Balboa, C. Z.
- 101 ENGELKE, H. N.
Balboa, C. Z.
- 102 ENGLISH, J. C.
Cristobal, C. Z.
- 103 EPPLEY, R. W.
**Balboa, C. Z.
- 104 EVERETT, J. F.
Balboa, C. Z.
- 105 EVERSON, H.
**Balboa, C. Z.
- 106 FELLOWS, F. E.
Balboa Heights, C. Z.
- 107 FENTON, G. D.
Pedro Miguel, C. Z.
- 108 FESSLER, A. L.
Balboa Heights, C. Z.
- 109 FEUILLE, FRANK
ANCON, C. Z.
- 110 FISHER, D F
Balboa Heights, C. Z.
- 111 FISHER, E. M.
Ancon, C. Z.
- 112 FITCH, F. R.
Balboa, Heights, C. Z.
- 113 FITZGERALD, G. C.
Lock Opr., Gatun, C. Z.
- 114 FLEMING, WM.
2921 A St., Phila., Pa.
- 115 FLETCHER, FRED E.
Ancon, C. Z.
- 116 FLYNN, A.
Paraiso, C. Z.
- 117 FORD, S. R.
Balboa Heights, C. Z.
- 118 FORSSTROM, A. B.
Cristobal, C. Z.
- 119 FOTH, B. G.
Balboa Heights, C. Z.
- 120 FREEHAN, P. A.
Corozal, C. Z.
- 121 FRIEDMAN, S.
25 Temple St., Paterson, N. J.
- 122 FROST, FLORITA D.
Balboa Heights, C. Z.
- 123 FROST, R.
Paraiso, C. Z.
- 124 GABRIEL, J. A.
Balboa, C. Z.
- 125 GALLAHER, W. F.
Balboa, C. Z.
- 126 GAMBRILL, W. S.
Balboa, C. Z.
- 127 GEDDES, THOS.
**413 Pleasant Av., N. Y. City.
- 128 GERCHOW, F. J.
Corozal, C. Z.
- 129 GEYER, J. H.
Balboa, C. Z.
- 130 GIBSON, A. M.
Cristobal, C. Z.
- 131 GLAWSON, R. L.
Cristobal, C. Z.
- 132 GODFREY, MARY J.
942 Westminster St., N. W.,
Washington, D. C.
- 133 GOREE, F. E.
Balboa Heights, C. Z.
- 134 GORMAN, J. C.
Balboa, C. Z.
- 135 GRAHAM, A.
131 Wash. Av., Brooklyn, N. Y.
- 136 GRAMMEN, MAURICE
Balboa, C. Z.
- 137 GRAY, WM. A.
Pedro Miguel, C. Z.
- 138 GREEN, F. E.
Balboa, C. Z.
- 139 GREEN, G. W.
Ancon C. Z.
- 140 GREENE, JAMES W.
Balboa Heights, C. Z.

**Last address on record; mail returned unclaimed.

- 141 HAGENMACHER, A.
Dred. Div., Paraíso, C. Z.
- 142 HAGGERTY, S. A.
Cristobal, C. Z.
- 143 HALL, P. A.
**Custodian, Ancon, C. Z.
- 144 HAMILL, M., JR.
Balboa, C. Z.
- 145 HANSEN, O. P.
Balboa, C. Z.
- 146 HANSON, B. L.
**Ancon, C. Z.
- 147 HANSON, C. A.
Balboa Heights, C. Z.
- 148 HANSON, J. T.
Balboa, C. Z.
- 149 HARRISON, R. W.
48 H St., N. E., Wash., D. C.
- 150 HARRISON, WM. T., JR.
Cristobal, C. Z.
- 150 HARTMAN, H. W.
Balboa, C. Z.
- 151 HEALD, F. L.
Paraíso, C. Z.
- 152 HELSEL, O. W.
Vincennes, Ind.
- 153 HERSH, W. L.
Balboa Heights, C. Z.
- 154 HESS, B. F.
Pedro Miguel, C. Z.
- 155 HIRSH, F. H.
Balboa Heights, C. Z.
- 156 HITE, H. B.
Cristobal, C. Z.
- 157 HOECKER, G. D.
Coaling Sta., Cristobal, C. Z.
- 158 HOLLANDS, W. M.
358 Union Av., Marine H., N. Y.
- 159 HOUCHIN, J. W.
906 E. 64th St., Chicago, Ill.
- 160 HOWARD, GEO. E. L.
Paraíso, C. Z.
- 161 HUBER, C. C.
Balboa, C. Z.
- 162 HUBER, J. FRED
Ancon, C. Z.
- 163 HUNSECKER, F. S.
Cristobal, C. Z.
- 164 HUNTER, R. B.
Balboa Heights, C. Z.
- 165 ILLWITZER, P. G.
Balboa, C. Z.
- 166 IRWIN, J. C., JR.
607 N. 6th St., Ft. Smith, Ark.
- 167 JACKSON, A.
Balboa, C. Z.
- 168 JACKSON, C. M.
Cristobal, C. Z.
- 169 JACKSON, C. M.
Coleman, Texas.
- 170 JACKSON, W. K., JR.
Jacksonville, Fla.
- 171 JAMES, MINNIE J.
Cristobal, C. Z.
- 172 JOHNSON, C. A.
788 E. 175th St., N. Y. City.
- 173 JOHNSON, JUL
Balboa Heights, C. Z.
- 174 JOHNSON, J. C.
Balboa, C. Z.
- 175 JONES, A. N.
Balboa, C. Z.
- 176 JONES, HARTWELL B.
Paraíso, C. Z.
- 177 JONES, W. A.
Balboa, C. Z.
- 178 KALLAY, P. G.
Balboa, C. Z.
- 179 KEELING, A. M.
Cristobal, C. Z.
- 180 KELLEY, PHILIP.
Dred. Div., Paraíso, C. Z.
- 181 KEMPER, W. E.
Gatun, C. Z.
- 182 KENT, WM. E.
Ancon, C. Z.
- 183 KENYON, A., JR.
Balboa, C. Z.
- 184 KEOUGH, J. M.
Balboa, C. Z.
- 185 KIELY, R.
Balboa, C. Z.
- 186 KIMBLE, C. P.
Balboa, C. Z.
- 187 KIRKPATRICK, R. Z.
. 279 S., War & N. B., Wash., D.C.
- 188 KNAPP, E. E.
Balboa, C. Z.
- 189 KOCH, J.
**Balboa, C. Z.
- 190 KOCH, S. O.
**Balboa, C. Z.
- 191 KOPKE, R.
Balboa, C. Z.
- 192 KOSIER, F. R.
144 Ellen St., Ludlow, Ky.
- 193 KUNCE, A. L.
Cristobal, C. Z.
- 194 LAMONT, JOHN, JR.
Woodlyn, Del. Co., Pa.
- 195 LANGVARDT, N.
**Balbao, C. Z.
- 196 LARSEN, C.
Cristobal, C. Z.
- 197 LAWRENCE, T. M.
Mount Hope, C. Z.
- 198 LEIMANDT, M.
Cristobal, C. Z.
- 199 LENHAM, M. N.
Balboa, C. Z.

**Last address on record; mail returned unclaimed.

- | | | | |
|-----|--|-----|--|
| 200 | LEWIS, F. H. **Gen. Del. Springfield, Mass. | 230 | MORRIS, H. Balboa, C. Z. |
| 201 | LEWIS, J. E. Cristobal, C. Z. | 231 | MORRIS, R. R. 1523 Granville A., Chicago, Ill. |
| 202 | LINDELL, J. Paraiso, C. Z. | 232 | MUELLER, C. T. Balboa, C. Z. |
| 203 | LOECK, F. Cristobal, C. Z. | 233 | MURTAGH, J. 17 Eagle St., Schenectady, N. Y. |
| 204 | LOGAN, C. R. Edinberg, I... | 234 | MARTAGH, W. E. Ancon, C. Z. |
| 205 | LOMMAN, C. F. Cristobal, C. Z. | 235 | MURWIN, W. H. Paraiso, C. Z. |
| 206 | MAGNUSON, C. Balboa, C. Z. | 236 | McCANDLESS, CHAS. Balboa, C. Z. |
| 207 | MARKHAM, WM. Cristobal, C. Z. | 237 | McCARTHY, J. F. Balboa, C. Z. |
| 208 | MASON, COL. C. F. Washington, D. C. | 238 | McCLAIN, F. R. Packwood, Iowa. |
| 209 | MAXWELL, W. H. Balboa, Heights, C. Z. | 239 | McCONAGHY, B. D. Balboa, C. Z. |
| 210 | MEACHAM, F. C. 897 McA. Av., Columbus, Ohio. | 240 | McCRAY, C. L. Cristobal, C. Z. |
| 211 | MICHEL, J. Cristobal, C. Z. | 241 | McCULLOUGH, G. C. Havre de Grace, Md. |
| 212 | MILIHRRAM, NIKOLA V. Cristobal, C. Z. | 242 | McDONALD, R. M. Ancon, C. Z. |
| 213 | MILLER, B. X Balboa Heights, C. Z. | 243 | McINTYRE, P. J. **Cristobal, C. Z. |
| 214 | MILLER, F. G. Ancon, C. Z. | 244 | MacNEIL, H. T. Balboa, C. Z. |
| 215 | MILLER, G. E. Ancon, C. Z. | 245 | McQUIRK, ED. C. Balboa, C. Z. |
| 216 | MILLETT, R. E. 1011 Emerson St., Saginaw, Mich. | 246 | McWILLIAMSON, G. E. Balboa, C. Z. |
| 217 | MISAL, C. Balboa, C. Z. | 247 | NEAL, T. E. 5270 S. Figeron St., Los Angeles, Cal. |
| 218 | MITCHELL, F. A. X Balboa, C. Z. | 248 | NEWHARD, S. W. Ancon, C. Z. |
| 219 | MITCHELL, F. J. Ancon, C. Z. | 249 | NICKELS, F. C. 4219 Evans Av., Chicago, Ill. |
| 220 | MOCK, T. P. 572 Petalima A., San Rafael, Cal. | 250 | NINK, G. W. Smithville, Texas. |
| 221 | MOHR, A. H. Balboa Heights, C. Z. | 251 | NOLAN, E. T. Balboa, C. Z. |
| 222 | MOLLOY, J. Balboa, C. Z. | 252 | OGOREK, J. Paraiso, C. Z. |
| 223 | MONROE, GEORGIA T. 305 Bond St., Macon, Ga. | 253 | OLIVER, L. Balboa, C. Z. |
| 224 | MOORADIAN, SAHAG. Balboa, C. Z. | 254 | OLSEN, G. C. Paraiso, C. Z. |
| 225 | MOORE, A. I. Cristobal, C. Z. | 255 | OLSON, J. F. Paraiso, C. Z. |
| 226 | MORGAN, D. S. Ancon, C. Z. | 256 | ORR, EARL. Nelson, Mo. |
| 227 | MORGAN, C. W. Cristobal, C. Z. | 257 | OSTERHOUT, PAUL. Bocas del Toro, R. P. |
| 228 | MORIT, O. L. Ancon, C. Z. | 258 | O'DONNELL, J. S. Balboa Heights, C. Z. |
| 229 | MORRIS, A. F. Balboa, C. Z. | | |

X Last address on record; but mailed returned unclaimed.

**Last address on record; mail returned unclaimed.

- 259 O'MARA, W.
Paraíso, C. Z.
- 260 O'MEARA, C. V.
Cristobal, C. Z.
- 261 PAGE, SADA A.
Ancon, C. Z.
- 262 PALM, J. D.
Cristobal, C. Z.
- 263 PARKER, G.
Chuquicamata, Chile.
- 264 PARKER, N. E.
Cristobal, C. Z.
- 265 PARSONS, F. E.
Balboa Heights, C. Z.
- 266 PEAY, W. S.
Paraíso, C. Z.
- 267 PENNINGTON, J. H.
**Sta. A, Bx. 4, Somerset, Ky.
- 268 PERKINS, F. C.
367 Cent. St., Auburndale, Mass
- 269 PERROTT, G. T.
**Balboa, C. Z.
- 270 PERRY, A. H.
Balboa, C. Z.
- 271 PETERS, R. M.
**Balboa, C. Z.
- 272 PETERSON, C. G.
**Balboa, C. Z.
- 273 PETERSON, M.
**Balboa, C. Z.
- 274 PIERCE, DR. W. B.
Ancon, C. Z.
- 275 PIPER, F. L.
Balboa, C. Z.
- 276 PLANKENHORN, G. N.
Paraíso, C. Z.
- 277 POLTRINO, L. A.
Balboa Heights, C. Z.
- 278 POOLE, J. H.
Ancon, C. Z.
- 279 PORTER, J. I.
Balboa Heights, C. Z.
- 280 POWELL, S. H.
Balboa, C. Z.
- 281 PRATHER, A. L.
Ancon, C. Z.
- 282 PRUNER, F. K.
Cristobal, C. Z.
- 283 PUTCHECK, G. U.
Cristobal, C. Z.
- 284 RAGSDA LE, H. C.
2946 Mills A., N. E., Wash., D. C.
- 285 RALSTON, L. D.
Paraíso, C. Z.
- 286 RANJE, H. H.
Cristobal, C. Z.
- 287 REES, T.
**Balboa, C. Z.
- 288 REESE, PEE WEE.
Cristobal, C. Z.
- 289 REEVE, A. L.
**Balboa, C. Z.
- 290 REEVES, J. M.
Ancon, C. Z.
- 291 REINHOLD, E. M.
Balboa, Heights, C. Z.
- 292 REINOEHL, J. K.
**Balboa, C. Z.
- 293 RENAUD, F. L.
Balboa, C. Z.
- 294 REYNOLDS, R. M.
Balboa, C. Z.
- 295 REYNOLDS, W. C.
Blaboa, C. Z.
- 296 RICE, O. J.
Balboa, C. Z.
- 297 RIDGE, J. E.
Ancon, C. Z.
- 298 RIDPATH, W. M.
Paraíso, C. Z.
- 299 ROBERTS, P. L.
New Iberia, La.
- 300 ROBERTS, E. H.
Gatun, C. Z.
- 301 ROSS, J.
Paraíso, C. Z.
- 302 ROUND, A. B.
Cristobal, C. Z.
- 303 RUCKERT, H. E.
Pedro Miguel, C. Z.
- 304 RUDD, E. W.
Cristobal, C. Z.
- 305 RUSSELL, WM.
Box 502, Cristobal, C. Z.
- 306 SANDERS, J. T.
Cristobal, C. Z.
- 307 SCAHLL, J. P.
Cristobal, C. Z.
- 308 SCHELLHAUS, W. G.
Gatun, C. Z.
- 309 SCHELTER, W. F.
XX 8 Sussex St., Jer. City, N. J.
- 310 SCHWALENBERG, H.
Balboa Heights, C. Z.
- 311 SETTLEMIRE, W. N.
Paraíso, C. Z.
- 312 SEVERN, J. T.
Paraíso, C. Z.
- 313 SEXTON, W. T.
Cristobal, C. Z.
- 314 SHEA, MARY M.
90 Mechanic St., Bradford, Pa.
- 315 SHEARER, ELLE J.
Balboa, C. Z.
- 316 SHERRY, LAURA E.
Balboa Heights, C. Z.
- 317 SHERRARD, T. W.
**Balboa, C. Z.
- 318 SHROPSHIRE, J. B.
Ancon, C. Z.

*Last address on record; mail returned unclaimed.

- 319 SLOAN, S.
Balboa, C. Z.
- 320 SMITH, G. B.
Balboa, C. Z.
- 321 SMITH, PENNY.
David, R. de P.
- 322 SNYDER, R. M.
Gatun, C. Z.
- 323 STAGG, Z. T., JR.
**Balboa, C. Z.
- 324 STEELE, M. J.
Balboa Heights, C. Z.
- 325 STILSON, J. H., JR.
Balboa Heights, C. Z.
- 326 STONE, ANNE E.
*Balboa, C. Z.
- 327 STONE, J. C.
Balboa, C. Z.
- 328 STONE, W. H.
Cristobal, C. Z.
- 329 STRIPLING, S.
Balboa, C. Z.
- 330 STUMPF, G. W.
Newfield, N. J.
- 331 SUNDBERG, P. J.
Paraiso, C. Z.
- 332 SURGANT, A. F.
Balboa, C. Z.
- 333 SWAN, ALLEN.
Gamboa, C. Z.
- 334 SWINTER, V. S.
Ancon, C. Z.
- 335 TABER, L. A.
Balboa Heights, C. Z.
- 336 TARLTON, W. H.
Crawford, Miss.
- 337 TAYLOR, G.
Passaic, N. J.
- 338 THOMAS, H. M.
Gatun, C. Z.
- 339 THOMPSON, C. G.
Balboa, C. Z.
- 340 THOMPSON, J. B.
Ancon, C. Z.
- 341 THREATT, R. P.
Balboa, C. Z.
- 342 TOMEY, W. N.
Balboa, C. Z.
- 343 TOWNSLEY, L.
Paraiso, C. Z.
- 344 TROWBRIDGE, L.
Ancon, C. Z.
- 345 TUCKER, F. D.
Balboa Heights, C. Z.
- 346 TULEY, W. P.
Ancon, C. Z.
- 347 VALCKE, W. J.
Balboa, C. Z.
- 348 VAN FLEET, W. H.
Cristobal, C. Z.
- 349 VAN REED, J. H. C.
Cristobal, C. Z.
- 350 VAUGHN, C. V.
**Paraiso, C. Z.
- 351 VAUGHN, J. H.
Paraiso, C. Z.
- 352 VON PFLUGH, H. A. V.
Balboa, C. Z.
- 353 WAGO, M.
BALBOA, C. Z.
- 354 WALL, J. J.
498 S. Bdway., Yonkers, N. Y.
- 355 WALSH, W. H.
722 Geolden Gate Av., San Fran-
cisco, Cal.
- 356 WALTERS, A. S.
Balboa, C. Z.
- 357 WANG, F. H.
Balbia Heights, C. Z.
- 358 WARD, L. E.
Balboa, C. Z.
- 359 WARDLAW, J. L.
Cristobal, C. Z.
- 360 WARREN, T.
Cristobal, C. Z.
- 361 WARRICK, J. M.
Cristobal, C. Z.
- 362 WASHBAUGH, F.
Balboa Heights, C. Z.
- 363 WATSON, B.
Cristobal, C. Z.
- 364 WATTS, H. C.
Balboa Heights, C. Z.
- 365 WEBB, W. W.
Balboa Heights, C. Z.
- 366 WEBER, E. L.
Balboa, C. Z.
- 367 WEBSTER, A. J.
Ancon, C. Z.
- 368 WEIDNER, F. N.
Balboa, C. Z.
- 369 WEIGOLD, L. F.
Balboa, C. Z.
- 370 WELING, LEO.
Ancon, C. Z.
- 371 WHELAN, F.
Balboa, C. Z.
- 372 WHISTON, A.
Balboa Heights, C. Z.
- 373 WHISTON, G.
Paraiso, C. Z.
- 374 WHITE, D. P.
Paraiso, C. Z.
- 375 WHITE, J. E.
Balboa Heights, C. Z.
- 376 WHITSEL, F. H.
Chuguicamata, Chile.
- 377 WIEBEN, J. J. D.
Paraiso, C. Z.
- 378 WIGMORE, R. G.
1 Crossland St. Cambridge, Mass

**Last address on record; mail returned unclaimed.

- | | | | |
|-----|--|-----|---|
| 379 | WILCOX, G. R. Balboa, C. Z. | 390 | WOOD, A. C. Balboa Heights, C. Z. |
| 380 | WILLIAMS, J. R. Ancon, C. Z. | 391 | WOOD, E. B. Balboa Heights, C. Z. |
| 381 | WILLIAMS, L. E. Paraiso, C. Z. | 392 | WOODFORD, E. T. Balboa, C. Z. |
| 382 | WILLIAMS, L. G. 93 Howard Place, Buffalo, N. Y. | 393 | WOODMAN, ED. N. Balboa, C. Z. |
| 383 | WILLS, H. E. Balboa, C. Z. | 394 | WOODWARD, L. P. Paraiso, C. Z. |
| 384 | WILSON, D. Paraiso, C. Z. | 395 | YECK, J. H. 1321 Wash. St., Hoboken, N. J. |
| 385 | WILSON, J. W. Paraiso, C. Z. | 396 | ZELLER, A. D. Cristobal, C. Z. |
| 386 | WILSON, R. A. 13 Columbia St., Cumberl'd, Md. | 397 | ZIDBECK, G. Paraiso, C. Z. |
| 387 | WOLF, C. A., JR. Cristobal, C. Z. | 398 | ZILES, LEON. Paraiso, C. Z. |
| 388 | WOLF, F. H. Paraiso, C. Z. | 399 | ZIMMERMAN, W. G. Cristobal, C. Z. |
| 389 | WONSON, G. H. Box 42, Essex, Mass | 400 | ZIRKLE, J. J. |

NOTE:—Reports of corrected addresses or up-to-date addresses will be appreciated from all readers and members of the Society. Address the Secretary, Society of the Chagres, Balboa, C. Z.

SOCIETY OF THE CHAGRES.

Organizers and Officers.

ORGANIZERS:—July 22, 1911, to October 7, 1911, when organization effected:

William F. Shipley, John K. Baxter, C. A. McIlvaine, J. J. Meehan, and
R. E. Wood

PRESIDENTS:—

William C. Gorgas, October 7, 1911, to January 20, 1912.

Tom M. Cooke, January 20, 1912, to February 21, 1913.

William C. Gorgas, February 21, 1913, to January 17, 1914.

Robert E. Wood, January 17, 1914, to March 6, 1915.

William Howard May, March 6, 1915, to February 19, 1916.

Dan E. Wright, February 19, 1916, to February 21, 1917.

E. S. Waid, February 21, 1917, to

VICE PRESIDENTS:—

Dr. Lloyd Nolan, October 7, 1911, to January 20, 1912.

John Burke, January 20, 1912, to February 21, 1913.

R. H. Wardlaw, February 21, 1913, to January 17, 1914.

C. A. McIlvaine, January 17, 1914, to March 6, 1915.

Hartley Rowe, March 6, 1915, to February 19, 1916.

E. S. Waid, February 19, 1916, to February 21, 1917

Dr. E. P. Beverley, February 21, 1917, to

SECRETARY-TREASURERS:—

C. A. McIlvaine, October 7, 1911, to January 20, 1912.

John K. Baxter, January 20, 1912, to March 16, 1912.

William F. Shipley, March 16, 1912, to February 28, 1914.

Homer W. McCalley, March 1, 1914, to May 2, 1914.

John K. Baxter, May 2, 1914, to March 6, 1916.

F. G. Swanson, March 6, 1916, to

EXECUTIVE COMMITTEE MEMBERS:—October 7, 1911, to January 20, 1912:

John K. Baxter, John Burke, John J. Meehan and R. E. Wood.

January 20, 1912, to February 21, 1913:—C. A. McIlvaine, William
M. Wood, John J. Meehan and R. E. Wood.

February 21, 1913, to January 17, 1914:—Dr. Lloyd Nolan (C. L.
Parker, successor), Dan E. Wright, H. S. Farish and Gerald D. Bliss.

January 17, 1914, to March 6, 1915:—Dr. A. B. Herrick, A. S. Zinn,
John Burke and R. R. Watson.

March 6, 1915, to February 19, 1916:—F. G. Swanson, O. E. Malsbury,
J. H. K. Humphrey and A. O. Blake.

February 19, 1916, to February 31, 1917:—Dr. D. F. Reeder, Dr. E.
P. Beverly, S. W. Heald and Ad. Faure.

February 21, 1917, to:—A. S. Boyd, J. J. Jackson,
E. A. Keeling and D. E. Wright.

REPORT OF THE SECRETARY-TREASURER.

To Society of the Chagres Members:—

The objects of the Society of the Chagres are stated in the Constitution appearing elsewhere in this volume. The publication of an annual yearbook requires the active support and co-operation of the members. Getting out a

book—as a side issue—by the officers of the society without the liberal support of the membership in forwarding articles and stories of possible interest to the membership is an undertaking appreciated only by those who have tried it.

Perhaps due to the "International Situation" which is now blamed for all failures, it has required active, strenuous work to secure response from the membership notices and bills. The list of members in this volume has been compiled to give the information that has apparently been desired by many according to remarks heard by the Secretary. From it you may note that membership dues for different years to date have been paid as follows: For 1911 (Charter Members only) 209; for 1912, by 502; for 1913, by 597; for 1914, by 610; for 1915, by 485; for 1916, by 415; and for 1917 to date, 288. A few have also paid in advance. If you wish the future yearbooks of the Society to improve from year to year, begin now consideration of your contributions to future volumes or write your suggestions to the Secretary who will hold or deliver to future editors, and remember that with the growing H. C. of L. paper and publishing costs have advanced. Therefore, pay as you go. Do it now! (if in arrears).

It is believed by the Secretary that with the talent in the Society of the Chagres that not only "Zone atmosphere" but all kinds of criticisms on all government undertakings should be included in the series of yearbooks of the society. Therefore various articles of such nature are included in this volume. No attempt has been made to adopt any particular theme as a text. Selection has been made largely by accepting what was at hand or most readily obtainable with view to challenge thought and attention of readers. The editor believes that the most crying need of the country is to awaken the public to the necessity of doing their own thinking and not lazily and indifferently without thought accept as correct whatever is suggested by a movie film or appears as editorial matter in a press that is too largely controlled by "special privilege". The growing tendency toward control of government by men of wealth and the granting by them of such rewards as they elect to the "privileged few" (themselves) or their supporters for services rendered is at bottom responsible for the rank discrimination and partiality of the 63rd Congress in voting general rewards to all of the military while ignoring all civilians for services in connection with construction of the Panama Canal. Only an awakened interest in public affairs on the part of the public will cure this evil.

The "esprit de corps" of the army of construction that built the canal was created by interest and enthusiasm of more than the leaders in canal work. And the Society of the Chagres or any other organization will occupy a commanding position and influence in any field only as its membership display co-operation and team work in pursuing the objects of their existence. It is therefore repeated that the production of an annual yearbook of most desirable character and saturated with "Canal Atmosphere" requires, to be representative of the various organizations and strata of society whose "esprit de corps" remarked upon by many periodicals, built the canal economically and efficiently, the co-operative effort of many members. The officers and editor of the society will welcome constructive criticism from all and any kind of criticism from those who cheerfully attempt to do their share toward producing the books they would like to see published by the society.

As announced by postcard, constitution was amended effective December first to admit to membership all who completed a total of six or more years' service prior to end of fiscal year, June 30, 1916, the officially recognized termination of the "construction period." Also to admit of change as may be desired by two-thirds affirmative vote of ballot cast. It is usually impossible to get response from two-thirds of membership on any question, and those not sufficiently interested to vote after receipt of notice ought not to have it in their power to control by their inaction and silence.

Your attention is invited to the poem quoted below—"Three Words" and for those interested, financial statement is appended hereto.

F. G. SWANSON, Secretary-Treasurer.

P. S.:—THREE WORDS

There are three words, the sweetest words
In all of human speech—
More sweet than are all songs of birds
Or pages poets preach.

This life may be a vale of tears,
A sad and dreary thing—
Three words, and trouble disappears
And birds begin to sing.

Three words, and all the roses bloom,
The sun begins to shine.
Three words will dissipate the gloom,
And water turn to wine.

Three words will cheer the saddest days
"I love you?" Wrong, by heck.
It is another, sweeter phrase,
"ENCLOSED FIND CHECK!"

—Douglas Malloch.

Write them to Secretaries of Society of the Chagres.—Ed.

BALANCE SHEET—SOCIETY OF THE CHAGRES.

Period March 7, 1916-May 25, 1917.

| RECEIPTS. | | DISBURSEMENTS. | |
|----------------------------------|-------------------|--|-------------------|
| Bal. March 7, 1916..... | \$543.91 | Society pins, one paid prior to 3-7-15) | \$166.67 |
| Membership dues, 1922..... | 3.00 | Postage and stamps..... | 139.19 |
| Membership dues, 1921..... | 3.00 | Stationery and printing | 219.06 |
| Membership dues, 1920..... | 3.00 | Clerical | 154.23 |
| Membership dues, 1919..... | 3.00 | Balance on 1915 year book..... | 678.09 |
| Membership dues, 1918..... | 21.00 | For balance on 1916 smoker..... | 5.47 |
| Membership dues, 1917..... | 852.00 | For 1917 dinner, Tivoli Hotel..... | 434.95 |
| Membership dues, 1916..... | 594.00 | Cont. Bank, possible loss..... | 804.22 |
| Membership dues, 1915..... | 36.00 | Bond renewal | 5.00 |
| Membership dues, 1914..... | 12.00 | 1916-7 year book in part..... | 638.38 |
| For Society pins..... | 162.00 | "Panama Life" to States mem- bers | 75.00 |
| For ash trays and yr. books..... | 8.50 | Misc. freight and travel..... | 15.10 |
| For 1917 Dinner | 447.00 | | |
| From PCEA dissolution..... | 687.43 | | |
| | <u>\$3,375.84</u> | Balance, May 25, 1917..... | <u>40.48</u> |
| | | | <u>\$3,375.84</u> |

CONSTITUTION, SOCIETY OF THE CHAGRES.

Adopted by the Society of the Chagres at its meeting held at the Strangers' Club, Colon, Republic of Panama, October 7, 1911.

ART.1 The name of this Society shall be "*The Society of the Chagres.*"

ART. 2. *The objects of the Society shall be to hold an annual reunion of the members, and to publish annually a roster of their names and current addresses; to keep alive the pleasant associations and memories connected with the work in which they have each spent six or more years of their lives; and to promote their common interests by such other means as may appear desirable from year to year.*

ART. 3. "Membership in the Society shall be limited to white American employees of the Isthmian Canal Commission or of the Panama Railroad Company who served a total of six or more years on the Isthmus prior to June 30th, 1916." (As amended by ballot closed Dec. 1, 1916.

ART. 4. The Society shall hold its regular annual meeting on the night of the third Saturday in January. Special meetings may be called by the President, if necessity therefor should arise. Meetings shall be held on the Isthmus of Panama until the year 1915, and thereafter, either on the Isthmus or in any city of the United States as the Society shall determine from year to year.

ART. 5. The officers of the Society shall be a President, a Vice-President, a Secretary-Treasurer, and an Executive Committee consisting of the foregoing and four other members. No salaries shall be paid to the officers and, excepting the Secretary-Treasurer, no officer who has served one full term shall be eligible for reelection for the next ensuing term.

ART. 6. The President shall preside at meetings of the Society and of the Executive Committee.

ART. 7. The Vice-President shall act in the absence of the President.

ART. 8. The Secretary-Treasurer shall keep all records of the Society, collect its initiation fees and dues, and have the custody of its funds. He shall acknowledge all receipts in writing, and secure the President's approval for all expenditures. He shall be bonded at the expense of the Society, and he shall submit to the Society an annual report of his receipts and disbursements.

ART. 9. The Executive Committee shall carry out the plans of the Society from year to year; make all necessary arrangements for the annual reunion; pass on the eligibility of applicants for membership;

audit the accounts of the Secretary-Treasurer; and publish a year-book to contain a roster of the members with their current addresses and biographical notes, and the reports of the officers of the Society.

ART. 10. The Executive Committee shall be authorized to select a member of the Society to fill any vacancy in the office of President, Vice-President, Secretary-Treasurer, or in its own membership, which may occur during the course of the year.

ART. 11. Four members of the Executive Committee shall constitute a quorum for the transaction of business, provided due notice of the meeting shall have been given to all members, including those absent.

ART. 12. The Executive Committee is authorized to pass reimbursement vouchers to cover actual expenses incurred by officers or members in transacting the necessary business of the Society.

ART. 13. The Executive Committee is not authorized to incur expenses which will exceed the amount of funds in the Treasury.

ART. 14. The emblem of the Society shall be a circular pin or button, nine-sixteenths of an inch in diameter, showing on a black background surrounded by a narrow gold border six horizontal bars in gold. The emblem shall be issued by the Secretary-Treasurer to qualified members only, upon payment of the initiation fee sufficient to cover, and of dues for one year.

ART. 15. The annual dues shall be three dollars, payable on January 1st, for the next ensuing year; provided that only charter members will be required to pay dues for the year 1911. Only members who shall have joined the Society on or before October 7, 1911, shall be charter members.

ART. 16. Any ten members may nominate a fellow member for election to any of the offices of the Society, but all such nominations must be submitted to the Secretary-Treasurer in writing not later than October 31. As soon thereafter as possible, but in any event not later than November 15, the Secretary-Treasurer shall prepare and mail to each member of the Society a ballot containing the names of all candidates nominated for each office. At the annual meeting of the Society, the vote cast by letter ballot shall be canvassed, and those candidates receiving a plurality of the votes shall be declared elected.

ART. 17. Amendments to this constitution may be proposed by any ten members, and shall be submitted to the Society by the Secretary-Treasurer for vote by letter ballot. Two-thirds of the votes cast shall be necessary to carry an amendment. Note:—Articles 3 and 17 are amended to read by vote closed December 1st, 1916.

"ENTRE NOUS"—LETTERS AND STORIES FROM MEMBERS S. OF C. AND OTHERS.

Praiso, C. Z., Aug. 31, 1916.

The Secretary-Treasurer, Society of The Chagres,
Balboa Heights, C. Z.

Sir:

Enclosed please find personal check in payment of dues for the current year.

I have been interested in your proposed change in the constitution to affect Article 3, which is agreed to on my part, as an improvement on the present qualification for membership, but does not in my opinion go as far as is desirable.

First: Many members, especially those who dropped out at or shortly after the military re-organization in 1907 are not eligible to membership in the Society, although they went through the most of the hard work, discomforts and dangers of the preparatory period. Thousands of others did not serve the full term of six years, requisite for membership in the Society.

Second: The other Societies on the Isthmus organized to take care of noneligibles in the Chagres Society, are defunct, or at least in a comatose condition, and to make the Chagres Society the power it should be, all reputable employees of one year or more service should be included in its membership; make it open to everyone from the former Chief Engineer to the lowest paid mechanic

Just as long as the Society claims an aristocracy by reason of its length of service, just so long will you limit your power and influence for good of Canal workers or other objects and with the broader view taken by those at present prominent in society affairs, I hope for a still broader aspect, and a more efficient Society for all legitimate aims

It is thought in line with the larger membership outlined that the distinctive button of the Society might be modified to show one bar for each years service on The Panama Canal

As long as we do not provide for every reputable employe, we limit the Society in its power and influence and will gradually descend if we have not already done so to a condition where the chief object and aim of our existence is an annual gorge.

Yours very truly,

(Signed) W. G. COMBER.

Note:—Similar comment has been verbally made to the Editor by others and by various ones to admit to membership all holding the Roosevelt medal for two years continuous service.—Editor.

MIGHT HAVE BEEN WRITTEN BY A HUNDRED OR MORE.

(Date immaterial and address very generally applicable.)

My dear.....

W.....("Cupid") and I were (dis) cussing the bunch on the Isthmus who had succeeded in fooling the old man into giving them what appears to be a life job and decided that you DO do us good on dues and if all the absent ones come across you must have a man size job at your annual dinner in disposing of sufficient liquid refreshments (grape juice a la Welsh I presume it now is under the present administration), in order to keep the treasury balance down to a respectable zero basis. Much to regret of my creditors, my gambling, and white (?) light associates, although still doing the government, I am not doing it good as in the old days as I lack the immoral support and example of X....., B..... and the rest of the bunch.

In the last year-book I received, I read with much interest of the trip Through the Re-Location of some fortunate individual who could gather enough coin to pay you a visit. From his description of the "chatelaine" of No. "X" I recognize her as my old friend who used to play the cello in X..... Famous Lady Orchestra and on account of whom the Chief of Police of..... went gunning for me through error! If it is she I am glad she took my advice which from the account of her success, was evidently the right dope. If in a moment of joyous hilarity you and the bunch visit her domicile for association with the "daughters of joy"—please give her my best regards and—address if she wants it.

I think you are all a bunch of rummies not to be able to keep the old ditch open after I and 48752 others individually, with no assistance worth mentioning, completed the job.

I wish I could go down and sign a few chits at the club as well as hock my watch to pay my auction losses to you robbers but it is a hard world and I see no immediate prospects of such an enjoyable occasion.

Give my best regards to all my comrades of the old guard and with the same to you I am as of old,
Yours, ? ? ? ?

YOUNG MEN'S CHRISTIAN ASSOCIATION.

A. B. Dickson, Industrial Secretary.

New Haven, November 20, 1916.

Mr. C. A. McIlvaine,
Executive Secretary, Panama Canal,
Balboa, Canal Zone.

Dear Mr. McIlvaine:

Recently about a dozen ex-Canal Zoneites from New Haven and vicinity gathered for a dinner and social evening at one of the local hotels. We had an unusually good time and the men all felt that some sort of an organization ought to be formed in Connecticut that would bring us together at least once a year.

Accordingly Russell Chatfield, George S. Brady, A. N. Bishop, A.

Keller and A. B. Dickson were appointed a committee with power to take preliminary steps toward perfecting a permanent organization which probably will be styled "The Panama Canal Builders of Connecticut". The purpose of the organization as I have already stated would be to get together at least once a year for reviving old memories and renewing old friendships. It would be the plan to invite some prominent ex-official of the Canal to be the principal speaker on such an occasion.

I was instructed to write you and ask if you could let us have a list of the ex-Canal Zone people living in Connecticut in order that we might get in touch with them and get their views on the subject of this organization. It will also be appreciated if you will give us any suggestions or comments that may come to your mind on this subject.

With very best regards to you and Mrs. McIlvaine,

Yours very truly,

(Signed) A. B. DICKSON.

Balboa Heights, December 14, 1916.

Mr. A. B. Dickson,
152 Temple St., New Haven, Conn.

Sir:—

I am in receipt of your letter of November 20th, advising of a gathering of yourself and other ex-employees of The Panama Canal at a dinner in New Haven, Conn., recently.

In reply to your request that you be advised of a list of ex-Canal people living in Connecticut, you are informed that this office has in its records the personal files of about thirty thousand ex-employees and, in order to find out which ones are resident in Connecticut, it would entail quite an enormous amount of work to go through each individual file for such information. Under the circumstances, I regret that it is impossible for me to comply with your request, but a copy of your letter and a carbon of this communication is being forwarded to Mr. F. G. Swanson, Secretary of the Chagres Society, who has the names and addresses of a large number of ex-employees, and who may be in a position to furnish you the names of such who reside in Connecticut.

With best wishes to yourself and Mrs. Dickson, I am,

Sincerely yours,

(Signed) C. A. MC ILVAINE, Executive Secretary.

CC—Mr. F. G. Swanson, with copy of Mr. Dickson's letter of 11-20-16.

Note:—To afford maximum of assistance to ex-Zonites everywhere to get together to discuss old times, a considerable amount of clerical checking has been done to include in this volume all whose service exceeded six years and with addresses as obtainable, whether members or not.—Editor.

TO WASHINGTON VIA THE CANAL ZONE.

A decade-and-a-half ago the writer, then an employee of the Auditing Department of one of the great Western states, for the first time met a Federal employee from Washington.

The Washingtonian was combining business with pleasure. He was drawing ten dollars a day from the state for "special services" while, at the same time, he was on leave with pay from our National Capitol.

The double-pay feature is of no particular significance for the chap did, perhaps, earn even more. The point is that the U. S. Service was made to look promising, the individual impressing us considerably. Then and there it was resolved to get into the civil service, pronto.

The opportunity at last came when the call was made for employees to dig the Panama Canal.

We got into the service, and later we transferred here, and now, well, now it looks like we're never going to get out of it!

Time was when we possibly could have prepared a fairly accurate list of the Canalites who came to Washington; time is when that tribe has increased so that the personnel thereof, in our mind, is incomplete. And so as we look about us verily it appears that the Panama Service has for many been but a stepping-stone, as it were, into the Washington Service.

And what about the Panama Colony in Washington? Just a few impersonal remarks for the readers of the Year Book:

To-day the Department without an employee with "previous experience on the Panama Canal" is an exception and not the rule. And yet no concerted effort has been made by any here to have a good old fashioned "round-up", strange as it may seem. There really is lacking that association and good fellowship, for reasons unexplained other than that the "range" or "beat" of most of us differ.

In no sense of the word are they colonized. You will find them as suburbanites, domiciled in a bungalow over on the Heights of Virginia or in the outskirts of the District-in-Maryland. They may be close to trolly or ten minutes' walk therefrom. They may be handling poultry, as a side line, or poultry as fanciers. In either case, however, they're probably handling deficits now inasmuch as the price of poultry products in their dizzy, upward flights have not begun to equal the aerial distances attained by the price of grain and other chicken necessities.

The Canalites may be found as simply urbanites, living in a detached house surrounded by a few square yards of mother earth which, you will be assured, is a lawn. Move in a little closer, please, toward the center of population and you'll find them, perhaps, occupying one of the "bricks in a row", i. e., a house forming a separate unit in itself, although adjoining other houses of like construction. Possibly they may be buying the home on the installment plan which, in Washington, means that you pay from \$1,000 to \$1,500 more for it than it cost the builder. Pass on a few blocks, if you will, and meet those who are living in apartments or in flats with "a. m. i." as they advertise them here, which you learn means: with "all modern improvements." The apartments may be but three rooms and bath, one of which being a kitchenette (a dwarfed kitchen about 6x3, but it counts just the same, and the chances are that the occupants have their electric vacuum cleaner and iron, Victrola and perhaps a bowl of gold fish or a pot of ferns and are as happy as Government employees are wont to be.

Here is the substance of a remark frequently heard: "What do you

suppose Bill Hill or John Pill ever did with that 'stake' they got away with from Panama?" Well, so far as we know they still have it. It may be in liquidable assets or in realty, but—that they have it at all—that's the fine part of it.

It matters not if you have been told that Hill bought out a movie—presumably he made a mint out of it before he closed its doors, some months later. It matters not if Pill bought Florida Everglade land for \$80.00 the acre and sold it five years later for \$30.00 the acre—presumably his knowledge of pineapple, tomato and citrus fruit culture is well worth the difference. It matters not if the Idaho contingent purchased some "cheap irrigated land"—presumably what they really did do was to buy "irrigated land cheap."

And we still have with us some of those who placed money in the P. D. & M. Co. with the expectation of spending their latter years, in leisure, on that dear ol' "litigated plantation" out near Matewan. And some of those are still with us who have been seeking to acquire Wall Street fame by buying the "war babes" when they're high and selling 'em when they're low. But we have none here of those who will "colonize in Maryland." The investments referred to may all be gilt edged or otherwise. We feel, however, just now that a real and splendid 18-K investment is being made by those here who are joining the Federal Employees Union which is affiliated with the A. F. of L. The birth of this Union in the Capitol brought glad tidings to Federal employees everywhere! The membership already is approaching the 7,000 mark and among its personnel is found a fair representation of former Canalites. The union is active in the fight for larger salaries to meet the increase in the cost of existing.

Now, in conclusion, we call to mind an Elbert Hubbard smile in stating that if you reach Washington via the Canal Zone route, your chance of getting away is relatively about the same as "the chance of the dog with tallow legs that chased the asbestos cat in hades."

ALBERT B. CARUTHERS.

Washington, D. C., December 27, 1916.

CONNERSVILLE NEWS AGENCY.

Henry W. Lotz, Proprietor.

Phone 44, Office, 174 Res., Connersville, Ind., May 5, 1916.

Mr. F. G. Swanson,
Secretary-Treasurer, Society of The Chagres,
Balboa, Canal Zone.

Dear old Gorgonite:

Your package received in good order. It does me good to hear from the old home, and much so, from one whom I knew well, down in old Gorgona. My congratulations to the new Secretary-Treasurer and may our Society prosper under your guidance, is my most sincere wish.

My dues for 1916 are paid as I have a receipt dated Feb. 3d signed by Mr. Jno. K. Baxter (not Baxter, the old molder) who one time loved to hear the chips rattle in old Gorgona. Good old shop-mate just the

same, he was. I have many pleasant recollections of the Big Ditch, and often yearn to see it once more. Old Gorgona which we both saw, in its infancy, in its bustling years and now lying peacefully in the bottom of Gatun Lake, often passes before my eyes, and The White Way up past Jake's Place, down the P. R. R. tracks to the shops are familiar scenes of the days gone by. I occasionally meet some of the old timers coming through here. Levering, the pattern maker, worked here a few weeks past, I think he is in Indianapolis now. Okey Rice, the molder, worked here, too, this spring. He is in Indianapolis at present. Goff, 1906 man from Gorgona, is running a billiard hall in Hamilton, Ohio, 42 miles from here. Rodger Courtney also hits this town occasionally. Jack Fogerty is in Anderson, Ind., at present. This town is on the map, one of the best little big towns in Indiana. I am doing well and so is everybody whom I met from the old ditch, it seems.

If you have a 1911 Year Book to spare, send me one and don't miss me on the 1915. I have a file of them, 1912-13-14 and don't want to miss any of them.

Your enclosed circular will have my earnest attention; they'll be mailed. I have written at least a half dozen requests for action to my Congressman and also to members on both Committees so far, and will see that the Society's Circulars go to the same route, and let us hope we win.

Do you ever hear from Moyston, Sprecken and some of the old bunch?

Swanson, my best wishes to you, old wheel horse; I know you'll do something or bust in the attempt, and regards to Julian, Smith, Cody and all the other old timers around the Balboa Shops; tell them if convenient to you at any old time that I am still among the Has Beens, and that I have left the Sand Heap for good.

Very respectfully yours,

HENRY W. LOTZ, Connersville, Indiana.

2052 Walnut St., Chicago, Ill., Sept. 20, 1916.

Secretary-Treasurer, Society of Chagres:—

Recalling early days at Gorgona. In Nov., 1914, I was assigned to quarters in the Bat house; these quarters were so named on account of the great number of bats which infested the Garret.

There was no possible way to get to quarters that night as there were no roads, no horses, no walks, nor any other means of conveyance. We couldn't secure "coons" enough to carry the trunks so we were stalled at the depot. Hugo, the canteen-keeper, suggested we stay there for the night as he has some available cots unoccupied; this kind offer was accepted with much appreciation. Hugo prepared three cots for us and we retired to rest in peaceful repose, this being the first night. Sleep in Gorgona did not prove to be very restful. I had not been in bed very long when I was awakened by a sudden apprehension. I sprang to my feet. Something heavy had passed over my lower extremities. I surveyed the quarters in amazement. The boys nearby gave me the laugh and said I must have the Jimmies. Well, as there was no apparent evi-

dence of anything wrong, I said nothing at the time, but concluded to investigate further; when morning dawned, upon investigation I found two of those monster roaches, big, fat fellows which measured about one inch across the back. This was my first acquaintance with these insects but I became much better acquainted as the months and years passed. I thought that judging from the enormous size, the food at Gorgona must be of the A. No. 1 variety.

But, say brother, was I not disappointed when I went for breakfast in the morning to receive one orange, a cup of coffee, and a piece of bread. I stood for this diet for a while but soon organized a club; started a mess which I named the Palmer House. It was much superior to anything of its kind in Gorgona, that it was surely worthy of its big sounding name. From that time on improvements were fairly rapid down in old Gorgona. I am now in the machine and tool business.

Respectfully,

JOHN LA ROCK.

THE SUEZ AND PANAMA CANALS.

Digging is a very simple thing, and now that it is done, it is very much like the standing on end of Columbus's egg. There was nothing but a narrow neck of sand to cut through, and, voila! you had abolished the long voyage around Cape of Good Hope. Again, it was only a mountain to wind through, and you had abolished the weary journey around Cape Horn. Nothing is easier, said Columbus, than to stand an egg on one end. The wise men had tried it in a hundred ways, and failed. Columbus tapped the end, and the egg stood. De Lesseps tapped the Isthmus, and the Mediterranean and the Red Sea mingled. Any fool could do that, said the discomfited wise men to Columbus. If we could imagine the said Columbus smiling, it would be at the wise men's verdict upon themselves.

It is plain enough from a glance at the map of the world, that a waterway through the two narrow necks which connect the great continents would enable vessels to put a girdle round the earth in a comparatively short time, and bring nations close together. This has been seen long before our century. Within the last seventy-five or eighty years in the United States there have been plans and projects and charters and surveys contemplating a Darien Canal. Sixty odd years ago there was a great deal of talk and activity, and even excitement, about Nicaragua and Central America. Then the fillibuster Walker, a newspaper "gray-eyed man of destiny," made a raid in these parts. Surveys were undertaken of various routes for canals. There was a vague promise or prospect of some shorter waterway to the gold coast of California and the isles of the Pacific. But the home trouble darkened over all, and for years little had been thought of the canal, except perhaps by the holders of the charter of the Nicaragua route, when suddenly M. Lesseps, breaking through the Isthmus of Suez, turned his eye across the ocean upon Darien, and cried cheerily, "Once more unto the breach, dear friends, once more!"

The most notable figure associated with the Isthmus hitherto is.

that of Cortez, immortal in the line of Keats, "Silent upon a peak in Darien." General Geo. W. Goethals will be a greater figure, not silent, indeed, but surrounded with the rejoicing hum of the universal intercourse of nations.

Contributed by

FRANCIS L. SALA, Balboa, C. Z.

PANAMA BEFORE THE ADVENT OF AMERICANS AND NOW.

By Mrs. Chas. C. J. Wirz.

Over thirteen years have elapsed since my husband and I landed in Colon; and many are the changes for the better that have taken place during this long span of years. Apart from the building of the great waterway, Colon and Panama, from dreary, unsavory and fever stricken towns, have emerged into healthy up-to-date cities, thanks to the untiring efforts of our efficient Sanitary department.

But, I intend to specially deal with Panama, as it has been our home all these years. Mr. Wirz and I have seen it grow from a town of about 15,000 inhabitants to its present size. Whole districts have been added to the Panama of old, water and sewers installed, the streets graded, paved or macadamized. In short, Panama has undergone all the improvements to make it a modern city.

When we moved to Caledonia in 1906, it was like going to live in the country. Beginning with the de Lesseps Park, the largest part of same was a Chinese vegetable garden. Calidonia Road which terminated a little above our place, about three blocks from the bridge was in an abominable condition; being merely a dirt road, clouds of dust obscured the sky on windy days, while in rainy weather, the mud was ankle deep. Of human habitations, there were but few, and they consisted of huts and poorly constructed one-story frame houses.

The Savannas Road of to-day was a miserable field way, hardly passable in the wet season. It must have been a real hardship for the elite of Panama to reach their summer residences, in the springless, tireless coaches of former days, for as far as private carriages were concerned, I never saw but a single low buggy on the streets of Panama.

It is wonderful how this section has developed in the last few years. No doubt, the Exposition has been a great factor in this rapid growth; at the same time, it must be taken into consideration, that through Caledonia is the only outlet Panama has to its own territory. The Savannas also have jumped into prominence since they were returned to this Government by the U. S. Prices of land have increased enormously and are continuing to rise. Bella Vista, another fashionable suburb, owes its existence to the electric tramway company and it must not be omitted that the development of the Savannas is also chiefly due to the tramway company operating its cars as far as the police station.

San Miguel which forms a part of Caledonia district, formerly boasted of but a few shacks; the only building worth noticing was the church on the hill. When my husband and I first visited that venerable structure in the spring of 1904, it was occupied by poor families, rent free, religious services not being held therein at that time. The P. R. R.

Co. is responsible for the building up of this section; being the owner of a great part of the land, it built streets, divided the land into lots and leased them to the highest bidders on long terms.

Guachapali also included in the District of Caledonia, consisted of vegetable gardens and a few crooked lanes, lined with disreputable looking shacks. As the street in front of the P. R. R. station is of more recent date, this section together with the R. R. yards were largely used as short cuts to the market, by the people living north of Caledonia bridge. It was not a desirable locality for residential purposes, especially in the rainy season, and I always heaved a sigh of relief when I emerged without a mishap from its narrow, dirty streets.

The rapid development of Guachapali is also due to the P. R. R. Co., who is its principal land owner.

The Republic of Panama is as yet undeveloped territory. With good roads and suitable land laws, to which the present administration is pledged, capital and settlers will come fast enough, and in due time, this country, instead of being at the mercy of foreign markets, for the necessities of life, will to a great extent become self-supporting and have a balance for export. With capital being made welcome, factories would be erected. With the ivory nuts that now are exported buttons can be manufactured, hides tanned right here and made into shoes, cheap hats woven out of certain native grasses, fish and fruit canneries would not come amiss either. All these industries would employ hands and add to the prosperity of the country.

EXPERIENCES OF A LAMB IN NEW YORK.

(Canal Zone veteran proves to be a tenderfoot.)

New York City, November 20, 1916.

My dear D.....

Your letter of recent date 9-20-16 at hand with enclosures one of which I am returning in a somewhat more desirable form, endorsed.

Everything arrived in fine shape without a thing broken. You certainly did a very good job of the packing. We rented an apartment in a building just being constructed and for this reason were unable to start housekeeping till the first of November when the building was ready to move into. The things remained packed, of course, until that time.

Our abiding place is.....and rear and front are both open to you any time you happen to be in this part of the world.

From the time I landed to the present I have been gambling (and gambling) in Wall Street. I was doing very well, indeed up to the time my German friends made their little raid on shipping along these shores, I had made as high as \$1,500.00 in an afternoon, and as low as considerably below zero and my account was beginning to assume promising proportions. My dear friends in Berlin, however, set me back in one lump, at one time, in one place, some three thousand dollars. In fact, if it had not been for a very good friend in the broker's office, they would have set me back to a nice, clean fresh start with nothing to start on. My

account was down to \$500 on 300 shares of U. S. Steel (ask R—— A—— what that means) but he held me on till it began to mount again so that I got out with my capital intact but my nerve a bit weakened. I got aboard again with 100 Steel at 108 and a fraction which I sold above 120. Then took a whack at American Hide and Leather and was charged \$950 for the experience. My financial life is like the life of an elevator operator, a series of ups and downs, but the law of gravitation being in favor of the downs, I quite naturally make that part of the trip easier and faster than the other. Right now I am about where I started—at the bottom. Still while there is Wall Street and a dollar there is hope. I might mention that the 300 Steel I had cost me around 120.

Mr..... called on me at the office a couple of weeks ago and said he was very glad to see me. I said the same. I believe some one forgot what made Washington famous.

Presumably you are now working on baseball dope for the coming Isthmian season and your next letter will contain some news on that subject. I do not expect to see a ball game for a few months.

How did the coon strike end? It no doubt caused the work considerable inconvenience.

Since arriving in the States the weather has been truly delightful. Previous to the first of July they tell me it was quite the reverse.

Let me hear from you at your convenience but make it soon.

With best wishes for you, the wife and youngster, the Misses and myself remain, Sincerely, L.....

Moral:—Don't buck the other guy's game!

Note:—Since receipt of above tales of fabalous winnings have reach us, will E. J. W., Edw. Sch., R. K. M., and others relate any story they have for future issues of year book. Will gladly cancel or withdraw above on receipt of proof it is not a typical case!

YARNS BY THE EDITOR AND OTHERS.

WHEN OFF THE BENCH.

Judge Samuel E. Blackburn for several years District Judge at Ancon and Balboa and after the reorganization April 1st, 1914, Magistrate of the Subdivision of Balboa of the Canal Zone, is an enthusiastic angler. While not too rugged physically, his exploits with the rod are truly wonderful—when recounted at home at least!

On numerous occasions, he has risked life and limb in the turbulent waters of the Chagres below the Gatun Lake Spillway zealously and enthusiastically angling and enjoying the greatest of all sports—for a fisherman, pulling in the TARPON.

He also had a hunch that he sometimes enjoys going after bigger game. Sometime in July, 1916, in company with Chief of Police Mitchell and other "shark hunters", he explored the waters of the Pacific in the vicinity of Panama Bay. The Judge soon hooked his shark. What's more he landed him.

As natural with FISHERMEN after return to land and friends, he

told the story of the capture. Someone else who was also a raconteur of fishing yarns told another one, going His Honor at least one better.

The Judge had planned a trip to his home in old Kentucky shortly thereafter and so he only added:—

“That ain’t nothing to what this will be when I get back in Old Kentucky!” We understand it wasn’t! F. G. S.

GERALD BLISS AND THE IRISH.

A freckled faced girl stopped at the Post-Office in Cristobal and yelled out:

“Anything for the Murphy’s?”

“No, there is not.”

“Anything for Jane Murphy?”

“No.”

“Anything for Ann Murphy?”

“No.”

“Anything for Tom Murphy?”

“No.”

“Anything for John Murphy?”

“No, not a bit.”

“Anything for Terry Murphy?”

“No, nor for Pat Murphy, Dennie Murphy, Pexter Murphy, Mike Murphy, Paul Murphy or for Sarah Murphy, Maggie Murphy or Kate Murphy, nor for any Murphy, dead, living, born or unborn, native or foreign, silver or gold, civilized or otherwise, savage or barbarous, male or female, black or white, naturalized or otherwise, soldier or citizen, in jail or out of jail. No there is positively nothing for any of the Murphy’s, either individually, jointly, severally, together, now and forever, one and inseperable.”

The girl looked at Gerald in astonishment. “Please, Mr. Bliss,” she said, “will you look and see if there is anything for Bridget Murphy?”

Mr. Bliss:—“! ! !—” (deleted by censor.) C. J. URWILER.

ON BOYD.

Inquiring Friend: “Did Gasaway Boyd enjoy his vacation in the States?”

Close Associate: “Don’t know about that, but I know that his friends on the Isthmus did.”

Inquiring Friend: “I hear he made a great noise in New Jersey politics.”

Close Associate: “Haven’t the least doubt about it, he always makes a noise.” —ANOM.

Note:—Why not substitute Texas for New Jersey and apply it to the other Boyd?—Editor.

ON "THE BIRTH OF A NATION."

During August and early September, 1916, prior to showing of movie film of above name, the following story went the rounds on the Canal Zone credited either properly or otherwise to Dr. R. C. Connor, Chief of Medical Clinic of Ancon hospital.

Dr. R. C. to Executive Official:—"We ought to put in a cable for at least 50 additional nurses at once".

Executive Official: "Fifty additional! Great Scott, what's the matter?"

Dr. R. C.: "We have none to attend the Birth of a Nation". F. G. S.

"A ROLAND FOR AN OLIVER."

On the Canal Zone there are a few adepts or would-be artists in all lines.

Everyone knows Scud Emery, of the wrecking outfit, and his histrionic bent, and also "Doc" James, who distributes his time between his profession and banquet repartee.

On one occasion it is alleged that at the Ancon Club House, when performances did not go right and Scud got mixed up with his props, some one is said to have called in "Doc" James from the near-by dispensary.

Scud: "I don't want that bum doctor; he's a butcher."

Dr. J.: "Then I'm the right kind of a doctor for a bad actor; I can cure hams."

LACONIC BREVITY ON THE CANAL ZONE.

A prominent Canal digger of the early days, who continued in the service or "got by" for a number of years with a fair salary and a good position is alleged to have finally succumbed to associations and actions not tolerated by the Emperor of the Canal Zone.

He sent for the Canal digger, who knew the situation and probable decision of the court of last resort in advance; therefore as soon as he was ushered into the throne room or torture chamber, he remarked:

"Governor, I came to see if you would grant me free transportation to the States."

The Governor: "Yes, but next boat, only! Good day."

Note: The above is as this story was told to me by man in question. F. G. S.

TWO COMMENTS ON GENERAL GOETHALS.

1. Editorial from the Titusville Herald, October 11th, 1916, on:

THE LATEST COMMISSION.

"President Wilson has appointed a committee to investigate the operation of the Adamson bill, which was passed by the last session of congress at the behest, or rather at the demand, of the four railroad brotherhoods. The usual procedure of investigation first and legisla-

tion afterward was reversed in this instance, an operation which suggests that climax of wisdom of locking the door after the horse is stolen, or hanging a man first and then determining his guilt or innocence.

At the head of the commission is a man whom every American delights to honor, Maj. General Goethals. He will bring to his work a trained mind, a habit of close application and a fund of experience which will serve the country well. Although we do not wish to judge the other two members of the commission too harshly, we look on the appointment of Mr. Clark and Mr. Rublee as tantamount to "packing" the jury box.

Mr. Clark has no more proper place on the commission than Grand Chief Stone of the Engineers or Mr. Garretson of the Brotherhood of Trainmen. He was formerly head of the Order of Railway Conductors and it is not difficult to see where his sympathies will lie.

Mr. Rublee is a political malcontent and is a radical in his manner of thinking. He attached himself to the Federal Trade Commission, and when the senate refused to confirm him, he remained on the commission. When the matter was mooted in congress, the President announced that Rublee was serving without pay, but just before congress adjourned, a bill was passed compensating him at the same rate as the other commissioners. Mr. Rublee, under such heavy obligations to the President, may be expected to accord with the President's wishes.

The appointment of General Goethals looks like a clever move to secure a great figure behind which Clark and Rublee could be hidden. If there is any investigation of the Adamson law worthy of the name, by this commission, the country will be agreeably disappointed.

Note:—As comment on the above, we hazard the guess that Republican Senator Gallinger's use of "Senatorial Courtesy" to defeat Rublee without other reason than "personally obnoxious" explains Wilson's strength in New Hampshire, the home of Galliger, in the recent election.

2. Paragraph from letter of a prominent Isthmian Attorney, Oct. 28, 1915, to the Secretary of War in connection with Joint Land Commission, and expropriation proceedings on the Canal:

"In view of my experience for the past seven years and more with the combination or close corporation entrusted with the administration of the affairs of the Canal Zone, of which, so far as I can ascertain, Colonel George Washington Goethals, has been and now is acting in the capacity of President, Vice President, Secretary, Treasurer, Board of Directors, and the majority if not all the stockholders, I will ask your indulgence in disregarding your request that further communications upon this subject be made direct to the Governor of the Panama Canal, at least for the present purpose of this communication."—C. P. F.

If one man is all that is indicated in No. 2, on a Commission of seven, why does the Titusville Herald nullify its tribute by pessimistic utterances as to the same man's ability to dominate a commission of three? Cheer up! Affairs may not be so worse!

SAM HEALD PUTS ONE OVER.

It's an early bird that puts one over on Superintendent Sam Heald of the Panama Railroad. Sam sees them first.

When he was assigned to the official residence formerly occupied by

General Gorgas some of his friends, among them G. A. Yingling, C. B. and W. P. Copeland, C. C., told him that now with the big house at his disposal he ought to be a real sport and give a big Dutch lunch. Sam immediately agreed and the subject soon became of great interest to the ones who expected to be there.

"Now, Sam," they confided, "you want to do this thing right and you ought to have some little entertainment."

"Well, what do you want to do after dinner?" Sam asked. "We can play cards or do anything you like."

"Why not have some cabaret girls in for the evening?" some one suggested. "They're entertaining."

"Say—what?" Sam hesitated.

"Oh, come on and be a good sport," others chimed in.

"Well," Sam scratched his head, "I'll think about it."

The eventful night came as it is said in stories and the friends arrived. They wandered about admiring the house and one of them reached the dining room. He was surprised to see just twice as many places laid at the splendidly appointed table as there were guests present. He called Sam aside.

"Say, Sam, what does this mean?" he inquired anxiously.

"Why, it means business," Sam said. "We are going to have some girls up from down town in a little while."

"You are?" he exclaimed. "Well, he pondered sadly," you know we're all married men, except you and Steve and you know how things get out down here. I don't know what my wife would do if she found this out."

"Oh, come on now," Sam laughed, "it isn't as bad as that. You fellows said I wasn't a sport and I took you at your word."

"But you want to remember your position, Sam," he urged anxiously. "We've all got to think of that. Some of the girls might make a big noise and the neighbors complain and it might turn out into a bad mess."

"Well," Sam said rather abruptly, "you fellows made your beds now you'll have to lie in them."

There were hurried and anxious consultation amongst the married men until the dinner was about to be served. One man said:

"Gee, you know I had a hard time to get to come here. My wife wanted me to take her to the Tivoli dance tonight and I got my brother to take her, but fortunately she got a headache and didn't want to go. Gee, if she found out I was going to pull off something like this and she had to stay at home from the dance on account of it—what do you think of it?" C. O. Carlson abruptly asked "Pop" Foster.

"Pop" smiled sadly and shook his head dubiously.

Dinner was announced and the gentlemen were asked to take their seats leaving the seats to the right vacant.

"I don't know what's wrong with the girls?" Sam said as he went to a telephone within hearing of the dining room and called up the Jardine. "Say, what's wrong with the girls? They said they would be here at eight o'clock."

"Seven?"

"Oh, you got another one."

"That's fine that'll be one for me."

"Well, another thing I want to ask you as a special favor. You know

I want to show my guests a good time and we'd like to keep the girls here a little later than eleven."

"Well, there won't be anything doing down there before that time."

"How about midnight?"

"No. Well, then make it half past eleven. I'll see that they get back at that time. All right, goodbye."

The dining room was closely screened as Sam explained to keep outsiders from seeing in.

"They'll be here in a minute," he announced to his anxious guests.

"Started up in a motor car before I telephoned."

Just then female titters and footsteps were heard in the hall. Sam went to greet them and guided them upstairs to leave their wraps. He returned to the dining room.

"Hell, Sam," one of the guests remarked a bit peevishly, "everybody in the neighborhood saw them girls come in here."

"What if they did?" Sam asked. "Isn't this my house?"

"Yes, that's all right, but——"

"But there is one thing I want you to understand, gentlemen," Sam announced. "These girls are to be allowed to select their own partners and I shall have to ask you to refrain from grabbing any girl that may strike your fancy. Here they come."

It is impossible to picture the expressions on the faces of Sam's apprehensive and unhappy guests. They expressed anxious expectation, doubtful foreboding, sickly resignation, oh, anything not to be expected of men with a bountiful dinner and beautiful girls in prospect.

It is even more difficult to picture the expressions of Sam's surprised guests when with happy giggles and satisfied chuckles in walked their wives.

DR. JAMES IS THINKING.

All other toastmasters and banquet diners know Doc. James. Most of them also know and others are now informed that he severed his connections with the treasury of Uncle Sam early in 1916 believing he could tap the coffers of the Panamanian public for a more liberal allowance.

Some few weeks or not many days after he signed his resignation, a number of his friends remarked upon the noticeable changes in his habits and demeanor. When it had reached the point that he had not been out with the boys for some time, had not officiated as toastmaster for at least six weeks at any banquet and was rapidly becoming known along with Hughes prior to Republican nomination as a rival of the Spinx and a gloom creator instead of gloom dispeller, some of his friends became alarmed and consulted Dr. Earhart, successor to Dr. Herrick as chief surgical clinic of Ancon Hospital.

"Oh, Doctor, have you noticed the great change in Doctor James during the last few weeks?"

"Yes, it appears quite noticeable".

"Well, can it be anything serious? Many of his friends are quite alarmed".

"Oh, no! Nothing serious. James is thinking these days" F. G. S.

PASSING THE BUCK IN OFFICIAL CIRCLES.

On the completion of the building of the Bible Institute, at Cristobal, the Bible Association officials, in accordance with usual conventions, wanted the dedicatory services to be something unusual and of a pretentious character. In line with this thought, they asked Col. Morrow, as Acting Governor, to deliver an address, thinking perhaps that it might be something unusual. He replied about as follows:

My dear Sir:

I acknowledge receipt of your very flattering request addressed to me as Acting Governor, asking that I deliver an address at Cristobal on

.....
In reply, I am compelled to state that owing to stress and pressure of official duties, as Acting Governor, as Acting Engineer of Maintenance, as Assistant Engineer of Maintenance, to say nothing of "tennis obligations", I find myself unable to undertake a discourse in a field to which I am so unaccustomed.

I would suggest, however, that if you are desirous of adding dignity to your dedicatory services by representation of officials of the Canal, you address your inquiry to Mr. D. C. N., since such undertaking as you request of me is more in his line. Very truly yours.

We have been unable to obtain an accurate copy of the letter written by Col. Morrow, and are therefore not positive that he was so frank as to acknowledge his "tennis obligations". While the balance of the letter may not be in the exact phraseology used in the official reply, it is understood that it is accurate in substance.

THE DREDGEMASTER.

From Canal Record, Vol. 2, No. 32, April 7, 1909.

Laurent Roquebert, general foreman of dredging at La Boca, has been a dredgeman at the Pacific entrance to the Canal for twenty years or more, in fact, since the time of the old French company. While at his work on the evening of March 29 he was crushed between two clapets, and now lies critically ill at Ancon Hospital. Two days after the accident the Resident Engineer at La Boca went to see him and was greeted with the question:

"How many yards?" He referred to the amount of dredging that had been done in March, and when told that all records had been broken, he said:

"And the Gopher; what did she do?" The Gopher, like the dredgemaster, is a heritage from the French. It is a seagoing Scotch ladder dredge that has been at work at La Boca almost constantly for twenty-five years."

Roquebert was at one time master on this dredge, and his confidence that it was the best worker in Canal excavation was unshaken until October, 1908, when dredge No. 1 of the Colon fleet took the record.

In answer to the question, "And the Gopher; what did she do?" he was told, "She holds the record by over 3,000 yards."

The dredgemaster closed his eyes, sighed in satisfaction and said: "I am so happy!"

THE GREATER HOLD-UP.

During the year 1916 a number of burglaries were committed on the Canal Zone.

Burglars held up Y. M. C. A. Secretaries, Officials of the Panama Railroad, Lawyers, and various others supposedly capable of extracting wealth from the dear peepul.

Then one, more bold, tackled Henry Seymour, the Insurance Man, who never sleeps when a victim is near.

The burglar was suddenly dazed by the glare of electric lights flashed on and looking to the business End of an automatic, heard Mr. Seymour saying:

"Now in your hazardous calling, it would appear you would clearly recognize the necessity of insurance for your wife and children and those dependent upon you. Now if anything should happen to you, this policy we are now selling"—Burglar:—"Enough! I give up". F. G. S.

PANAMA RAILROAD IN THE OLD DAYS.

Colored Patron at Culebra Station: "I want a ticket to Panama, sir."

Station Agent: "One Dollar".

Colored Patron: "I don't believe I wants it now, sir!"

Station Agent: "Why not, you just said you did."

Colored Patron: "It's cheaper than that by de Conductor, sir."

SIMMONS' MENAGERIE.

That was what everyone on shipboard called them and according to Simmons' story, they were about right; it happened like this: When our much abused but thoroughly efficient Chairman of the Washington Committee of the PCEA departed on his historical journey in November, 1915, the Red Cross Society and the Knights of Columbus unloaded five kiddies, ranging in ages from three to eleven years, on him and he good-naturedly assumed the task of looking after them until he should turn them over to the Sisters of an orphan asylum in Baltimore. In telling the stories of his troubles for the six days on board ship, he just shook all over with laughter, as if it were the best joke in the world, instead of a series of mishaps that would, as I once heard an Irishman say, "Bring tears from the heart of a shtone."

"They gave us one of the side tables to ourselves," says Simmons, "so that at eating time no one but myself was inconvenienced, except of course the waiter, and I looked after his end of it all right; they were a circus for fair, as they were absolutely without training of any kind; just a bunch of little animals. They were excessively fond of the little pickled onions that appeared in a shallow dish at every meal and as soon as they were seated and sometimes before, they began to spear them with their forks and the consequence was they had everything on the table upset and pickled onions all over the dining room. If they saw anything new on the table, they would grab a handful, shove it in their mouths and if it didn't suit their tastes, would spit and sputter it all over the table to get rid of it. One day the oldest one made a grab over my soup plate that the waiter had just set in front of me; the end of her

sleeve caught on my spoon and 'Woof'—the soup was dumped 'Kerflop' in my lap all over a brand new white suit.

"Coming to the table one day they spied a big dish of nice, fresh, crisp radishes and evidently thought they were the strawberries of which they had heard; one of them filled her sauce to the brim with the radishes, covered them nicely with cream and sugar and took a large spoonful; she got the huge mouthful crushed before getting the full flavor, and then 'WOW, WOW' what a splash there was on that table; had the trip lasted a few days longer I should have asked the Captain to let me appear in the dining room in my bathing suit.

"Not satisfied with the table trouble, they were actually pan-handling among the passengers before I got wise; after several of them had brought me numerous coins of various denominations to keep for them, I made inquiry, found out what they were doing and put a stop to it, but the several doyyars they had already accumulated I kept and turned over to the Sisters when I finally landed the tribe in Baltimore.

"We arrived at Quarantine too late in the evening to dock, so everybody was up at four o'clock next morning and poor Mrs. Donovan the Stewardess, had those kids all scrubbed and scraped to the queen's taste ready for the officials when they came aboard. There was no difficulty about that part of it for they were all healthy, hearty little animals, but my real troubles began when the Immigration Inspector faced me. He was a big, burly 'Harp', with a uniform that fitted like he had been poured into it, and the dignity of a Major General. 'Who's the guardian of these children?' he asked. 'I am' said I; 'Where's your papers?' was the next question. Now all the papers I had were those given me by the Societies, addressed to the authorities of the asylum and a letter from Mr. McIlvaine. I handed them to him and after looking them over he asked 'Is the father of these kids an American citizen?' 'He is' I answered. 'Where's the proof?' 'Why, that letter from Mr. McIlvaine explains all that is necessary' said I. 'Oh, it does, does it? And who the hell is McIlvaine,' he asked. 'He is Gov. Goethal's Executive Secretary and a pretty big man on the Isthmus, Mr. Inspector, so I guess that's about all that is necessary for you to know.' 'Is that so?' he growled, 'well, Mr. McIlvaine may be a big man on the Isthmus, but he ain't worth a hill o' beans to me; you'll have to get some real papers before you can take them kids into the United States.

"Well, there was nothing to it, so I had to leave the kiddies there, hike to Washington and back again to New York. Poor Mrs. Donovan had a birthday party on for that night at her home in Brooklyn, but had to stay on board ship to look after the kids; I got things fixed up all right and landed them all safely in Baltimore and never in my life did I see anything look quite so pleasant as the stiff, starched, prim black dresses of the two Sisters who met me and took them off my hands. The last words I heard on leaving the ship were from Mrs. Donovan, as she shook hands and bade me goodbye: 'Upon my word, Mr. Simmons, you ought to be canonized for what you went through on this trip.' 'Tis more likely I'll be crucified if I don't succeed in getting congress to consider civilians on a par with the military,' I replied.

Just before he left the Isthmus for good last August, some one asked him why he has resigned: 'Well,' he said, it was on account of a remark made by the Superintendent of the Mechanical Division.' 'Why,' what

did he say?" asked his questioner? "Oh, nothing much, answered C. O., he just told me that my job had been abolished while I was away, so I got sore and quit."

WHEN MY WIFE GOES TO THE STATES.

A few jolly spirits of the Canal Zone sometimes cross the line to Cristobal to see their better halves off for the States while they remain behind.

On some of these occasions after Steamer leaves dock following dialogue ensues:

"Come on," yells a friend, "let's hist a few before train time".

"In just a minute".

Later invitation repeated "For Heaven's sake cut out that waving, and let's be on the move. You've waived enough."

"No, I can't yet! She's got a field glass!"

EARTHQUAKES ON THE CANAL ZONE.

In 1913 just after the Canal had been opened, there occurred a series of slight seismographic disturbances sometimes called earthquakes.

One of these, more severe and prolonged than others, occurred when night shifts in Empire Machine Shops were busy getting out their night's work. Suddenly the lights began to sway, the roof to creak and groan and machinery to dance, when suddenly one of the mechanics, huddled together from fright, went up to foreman Hilty and asked: "Do you believe in God?" Hilty taken by surprise was slow in shifting to theology, when the machinist added: "If the Lord wanted this land divided here, He would have arranged it. I'm gone". No one has seen him on the job since.

F. G. S.

ZONE OFFICIALS HAVE THE GOODS—AT LEAST THE ARMY.

Pancanal, Panama:—

Referring to your cable of the 5th instant Depot Quartermaster New York advises FIFTY-TWO packages of Maj.....'s household goods shipped on transport K..... sailing August
BROWN.

In view of charges that all Canal Employees were hoboos and never even had a job until they hit the Zone, we publish the above to save army officers from being so classed on account of association with Canal roughnecks, who are like, see below:

MARK TWAIN ON THE MOVE.

When Mark Twain was a young and struggling newspaper writer in San Francisco, a lady of his acquaintance saw him one day with a cigar box under his arm, looking in a shop window.

"Mr. Clemens," she said, "I always see you with a cigar box under your arm. I am afraid you are smoking too much."

"It isn't that," said Mark. "I'm moving again."

PROSPERITY AND EQUALITY.

"The United States is exceedingly prosperous. Every man, woman and child has over \$1,000.00. Bank clearings are higher than ever before. Sales on the New York Stock exchange exceeded \$2,000,000 throughout last week and prices and wages are much higher than ever before (especially prices)"—Editorial—most any daily.

"Armour & Co. will cut a 400 per cent melon in a few days. This is due to the decrease in the number of cattle raised in this country during the past few years, this decrease making the price paid to the cattlemen a high one while the consumer naturally paid less for the meat."—"Eh—Wot—."

"Then, too, there is no danger of anyone starving or freezing. Expert accountants and economists say per capita wealth is reaching astounding proportions. Every man, woman and child has at least——."—"Eh—Wot—."

Don't worry about distribution of Canal Rewards! They were handed in harmony with usual practice and not inconsistent with organization of society generally.

AN OUTRAGE.

Some time about the year 1906, or perhaps 1907, it was discovered that the native and West Indian negroes lived in a manner which indicated that their idea of matrimony was like a decoration of respectability, and that only those financially fit might reasonably clothe themselves with such a mantle of morality.

Perhaps it was as a result of Miss Beek's report to the Civic Federation that the police of the Canal Zone received orders to take note of the negroes' habits and conduct.

However, it became the custom for the police to spy upon individuals, and in case the "mon" went to visit a dusky maiden in the evening, an officer would arrest the couple and after a night in jail, they would be given the alternative by the Judge next morning to either get married, then and there, or take a jail sentence.

A young Jamaican who had learned of such cases and treatment at Empire, told me of how unjust he considered such procedure.

He stuttered and became quite excited when he said, "W-w-why, I know a ch-ch-chap over in E-Empire and th-they m-made him m-marry his own sister!"

No explanations would be taken by the Judge!

THOS. C. ATTERBURY.

DOBY ITCH AND FROGS IN GORGONA.

In the year 1906 I was a resident of Gorgonia, C. Z. Well do I remember the time. Every one in Gorgona had the itch and Dr. Smith prescribed for us poor tenderfeet from the States a lotion, when used put us in the Greaser class. I think I had the best dose of itch in Gorgona, in fact I was an exile. Everybody seemed to fear me. We were informed that laundrying being done by natives in the Chagres was the cause. Be that as it may we know we had the doby. So the most of us put in a laundry of our own until the laundry at Colon could take care of us. Wash tubs and boards could be seen in most of the quarters and at the

week end everybody got busy with the suds (not at Jake's bar, but at the quarters.)

Frogs. Those of you in Gorgona in the early days can well remember the big French water tank that lay near the site of the new police station. These tanks laid on side seemed to be the nightly meeting places of some noted Frog organization, before the Society of the Chagres was dreamed of. These frogs held nightly sessions, and all night and got on the nerves of the resident Canal diggers surrounding their castle hall. I resided or rather bunked in French quarters just opposite; in the same quarters was a certain employe of the shops whom I found one day packing up his belongings. Says I, "old pal, what's up? Your 30 days are not up, are they?" "Hell, no," he says, "if it was 30 minutes I wouldn't stop to wait until they were up with those frogs howling all night in those tanks." This man threw up his job on account of the frogs, and beat it for the States on the next boat.

Note:—Canal employees had to remain 30 days in order to draw pay for transit time on trips to Isthmus for Canal employment.

SUFFOCATED.

Trinidad was a well-known Antillian and hospital assistant at Gatun in 1907. Probably every loyal patron of the I. C. C. hospitals know by hearsay or experience about the Tropical ulcer which starts as a small abrasion or scratch which the owner fails to realize the necessity of protecting, and it becomes infected and is all sorts of trouble. In some manner (probably through hard work), Trinidad had managed to get himself fairly well covered with ulcers. "See here, Trinidad," said the doctor to him one day. "Looks to me like we'd have to put on the curet." The curet is the surgical steam shovel and is about the size and shape of a mustard spoon. While the application is not exactly pleasant, it does not hurt alarmingly. However, Trinidad protested vigorously. "No, suh, Doctor, you don't put that on me. Why is it you doctors like to hurt us fellows? I think I'se suffocated enough here already."

F. A. SHEPARD.

A CLEAN BILL.

In the days before the revolution which made Panama a political entity, Judge H. A. Gudger was the American consul-general in the republic, and Dr. Amador, the Isthmian Washington, held an important office under the Bogota government. A favorite story of Judge Gudger's was about one of the innumerable yellow fever scares that in those days periodically visited this now-famous health resort.

It was the custom then for the business men, diplomats, and other residents of the better class to gather in the Cathedral Plaza for a friendly junta after the heat of the day was over. One evening Dr. Amador approached the group with a sad and dejected mien.

"Why, what is the matter, Doctor?" he was asked.

"Bad news, my friends," was the reply. "There is an epidemic of yellow fever in the city; nine cases have been reported today."

This news had depressing effect on everyone, and much quinine and calomel were consumed that night in prophylactic measures.

The next evening the customary junta was gathered in the Plaza,

when Dr. Amador again joined them, but this time with a beaming countenance.

"Gentlemen," he announced joyfully, "I am happy to state that Panama is again in a state of complete health. No sickness whatever."

"But, Doctor," remonstrated Mr. Gudger, "how about those nine cases of yellow fever reported yesterday".

"Oh, that's all right," replied the Doctor. "They all died last night."

HIGHBROW CONVERSATION AT THE UNIVERSITY CLUB.

Col. Blank—Fifth played rotten ball today.

Mr. Doe—Should say they did.

Oratorical pause—

Col. B.—Did Balboa win today?

Mr. D.—Yes, same old horseshoe.

Another pause—

Col. B.—How does Mr. hang on?

Mr. D.—Don't know. Awful pull somewhere.

Col. B.—He gets away with a lot for which others are canned.

Mr. D.—He sure does.

Silence—

Mr. D.—Have a drink?

Col. B.—Yes, Highball.

Mr. D.—Boy—two highballs; seltzer.

Long silence—

Col. B.—Well, here's how.

Mr. D.—How.

Another pause—

Col. B.—What are you driving now?

Mr. D.—I've got a Ford. They're wonderful to get around (aside—when you can't afford another.)

Col. B.—Yes, they are.

Still another pause.

Mr. D.—Goin' home?

Col. B.—Yes, guess so, nothin' doin' here.

Mr. D.—Doesn't seem to be—perhaps they go home.

Cristobal, Canal Zone, July 8, 1916.

Colonel Chester Harding,

Balboa Heights, C. Z.

His Excellency, the Governor:

May it please your Excellency to grant your humble petitioner who has been serving the Panama Railroad for over nineteen years, the privilege of the Sabbath (Saturday). I asked my boss for the day but he refused me, so now I am asking you to consider my request.

During the time I have been in the service of the railroad, I have given no trouble; neither have I had any privilege, having asked for none other than this one. I sincerely hope THAT BY YOUR KIND FAVOR I MAY BE PRIVILEGED TO GIVE THIS ONE DAY TO THE MASTER.

Since being on the railroad I have been injured twice, each time breaking my ribs. THROUGH THIS and MANY OTHER EXPERIENCES I see that the LORD IS WITH ME and I am desirous of serving

Him WITH YOUR EXCELLENCY'S KIND ASSISTANCE. I am,
Your Excellency's most humble and obedient servant. Check 31114.
WILLIAM McLEAN.

METROPOLITAN—432 FOURTH AVENUE, NEW YORK.

Office of Theodore Roosevelt, September 6, 1916.

My dear Mr. Swanson:

I wish I could do as you ask (contribute a short article on Panama Canal for Year Book of the Society of the Chagres) but it is a simple physical impossibility. At this time I am overwhelmed with work, and I cannot take up anything else. I greatly regret that I am unable to do as you request.

Sincerely yours,

T. ROOSEVELT.

WILLIAM H. TAFT—NEW HAVEN, CONN.

Pointe-a-Pic, Canada, September 4, 1916.

My dear Sir:

I am delighted to hear that the work in finishing off the Panama Canal is going on so favorably. No one who knew the force at work and the spirit which actuated it could ever have any doubt of the triumphant result. I am sure that the satisfaction of having taken part in the great work will each year grow more and more precious to those who had the good fortune thus to aid their country and the world.

Sincerely yours,

WM. H. TAFT.

THE AMERICAN AND MEXICAN JOINT COMMISSION.

Hotel Traymore, Atlantic City, N. J., October 26th, 1916.

My dear Mr. Swanson:

I wish it were possible for me to promise you something for the Year Book, but my difficulty is that the work of this Commission demands every moment of my time, and as soon as this work is completed I shall find a mass of accumulated duties awaiting me at the University of Pennsylvania. I fear, therefore, that I cannot make any promise to write in the immediate future. Let me say how deeply I regret this as I much appreciate the honor of your invitation. Very cordially yours,

L. S. ROWE.

Note:—Inquiry was addressed Dr. Rowe for short article on Joint Land Commission proceedings in Panama, he having been one of Joint Land Commissioners in 1913.—Editor.

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